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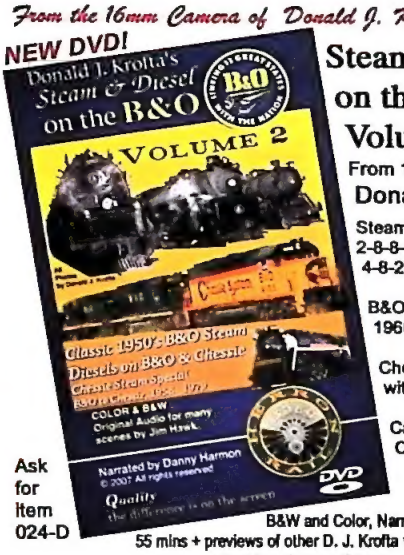
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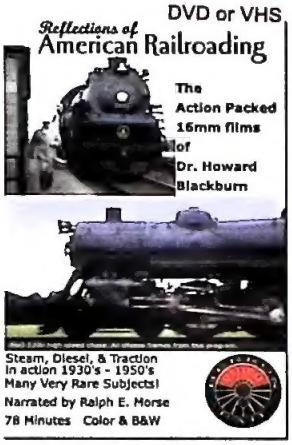
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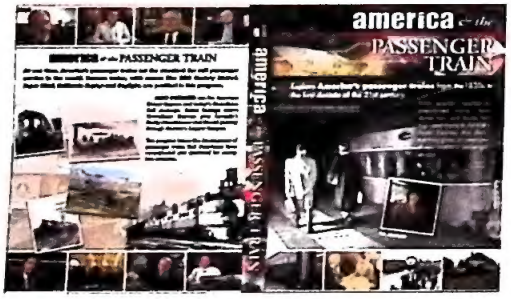

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Pullman
America's hotel chain on rails

The large and small of Pullman

Pullman was a sprawling, diversified, international business enterprise with tens of thousands of employees, a near-monopoly in its primary market, and assets worth hundreds of millions of dollars. Yet this behemoth achieved considerable success and far-reaching social influence through the smallest, most personal of details.

At its core, Pullman was devoted to providing people with one of the most intimate of human experiences: a comfortable, restful night's sleep. The feel of the bed, the character of the surroundings, the manner in which one is awakened—these and a thousand other little things had to be attended to. On a moving railroad car. On *thousands* of moving railroad cars. Night after night, for decades on end.

Pullman-Standard

Cozy, comfortable, mobile: The roomette was a room of one's own on rails.

To make it all happen, Pullman designed, built, operated, and maintained the largest, most varied fleet of passenger cars in the land. In later years, the various railroads owned the cars and leased them to Pullman, which managed most of them as a vast pool, available for use wherever they were needed. Thus, one might encounter such seeming anomalies as Norfolk & Western and Lehigh Valley sleeping cars in Florida [pages 56-57]. Such small points were signs of a far-flung, well-oiled system at work.

On board, former slaves and their descendants worked as porters, each playing a crucial role in the company's success. Their positions may have been lowly, but they proved to be crucial stepping stones on the path to racial equality.

Founded and sustained by the seemingly trivial, Pullman became a major force in American life. It's been gone 40 years now, but its influence continues, on rails and beyond.

Robert S. McGonigal

Classic Trains

THE GOLDEN YEARS OF RAILROADING

Summer 2008 • Volume 9 Number 2

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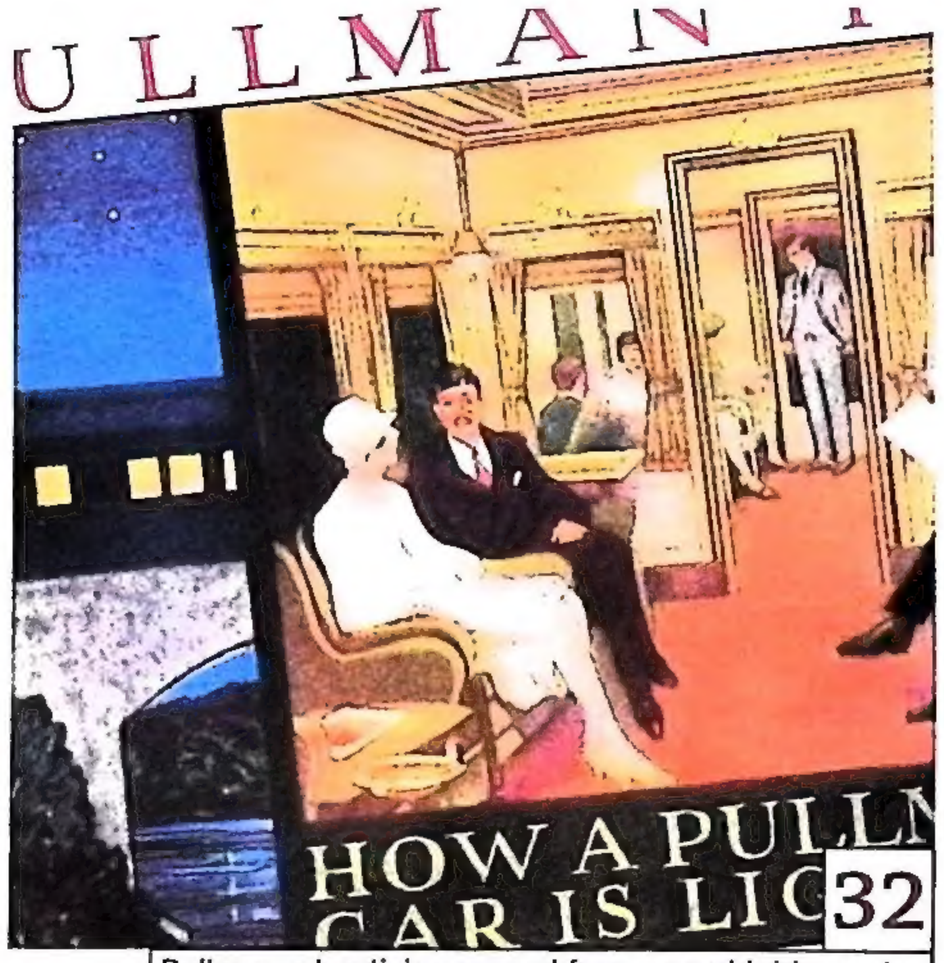

32 Pullman advertising ranged from pamphlet to poster

20 Pullman—safety and comfort for a century

On the cover: A model poses in a roomette of a New York Central Pullman car, likely at the road's Mott Haven Yard in New York City in 1948. *NYC photo.*

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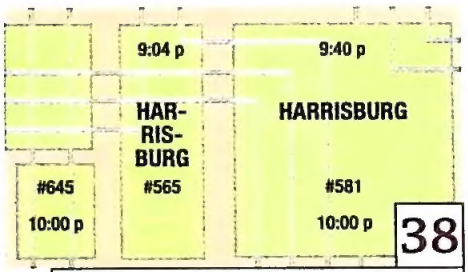

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Pullman
America's hotel chain on rails

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Contributors

Alden Armstrong ["All the Way to San Jose," pages 86-91] was a public school teacher in Los Angeles for 25 years before retiring to Grand Junction, Colo. His railroad photos have appeared in more than 50 publications. This is his first CLASSIC TRAINS byline.

Tom Dill ["All the Way to San Jose"] retired in 2006 after 39 years in engine service for Southern Pacific and Union Pacific. His collaboration with Alden Armstrong is his third article with us.

Richard E. Harold ["The Harolds, the Pullmans, and the War," pages 42-47] is retired from Indiana University, where he was a technical writer creating computer-class short courses and editing his department's newsletter. Previously he worked in advertising, creating sales promotion materials and preparing ad copy. He also was an industrial photographer for several years and worked in both the communications and transportation industries. This is his first CLASSIC TRAINS byline.

Kevin Holland ["Nickel Plate Road," pages 10-15], a freelance writer and publications designer living near Toronto, has authored more than 15 books and numerous magazine articles, including five previous ones for CT.

J. David Ingles ["Unlikely Survivor," pages 48-51] prior to Amtrak's 1971 start-up enjoyed sleeping-car travel on 31 routes over 22 railroads in 34 states plus Ontario. Three rides on the Frisco's *Meteor* may well have been in, or in a consist with, *Cimarron River*, but alas, trip notes and photos do not exist to confirm this. He thanks Alex Mayes, Kevin Tankersley, Stan Gimbert, and Jim Lilly of Washington (D.C.) NRHS for assistance with the sidebar on *Dover Harbor*. Dave is Senior Editor of CLASSIC TRAINS.

Robert Klara ["Woolen Wonders," pages 28-31] is an editor and freelance writer based in New York City. His essays, articles, anecdotes, and book reviews—largely devoted to American history, urbanism, and railroading—have appeared in many periodicals including the *New York Daily News*, *Architecture*, and *American Heritage*. A longtime student of the history of the Pullman Company, Robert spent two years hunting down and reassembling the far-flung files need to write this, his first CLASSIC TRAINS story. He's pictured in the cab of a preserved Wabash diesel.

Robert S. McGonigal ["Steel Cars, Soft Berths," pages 52-59] is Editor of CLASSIC TRAINS. He regrets never having ridden a sleeper under Pullman auspices.

Art Peterson ["Louisville to Lillooet in a Lower," pages 60-65] has contributed numerous photos to CLASSIC TRAINS and other publications through his extensive collection, the Krambles-Peterson Archive. The collection was begun more than 75 years ago by Art's uncle, longtime Chicago Transit Authority official George Krambles, and Art has continued to add to it since George's passing in 1999. Art notes that once he showed an enduring interest in trains and transit, George proceeded to give him the education of a lifetime in the business. This education has served him well, and he has worked for transit agencies, equipment vendors, and consulting engineering firms since 1972. He gratefully acknowledges the assistance of Roy Benedict, Walter Keevil, Greg Kennelly and Mike Lawrence in the preparation of this article, his first for CT.

H. Marshall Pomroy ["Two Hours at Harrisburg," pages 38-41] is retired from a career as an accountant and professor of accounting. He lives in Mount Joy, Pa., 25 miles east of Harrisburg on the old PRR main line. This is his first CLASSIC TRAINS byline.

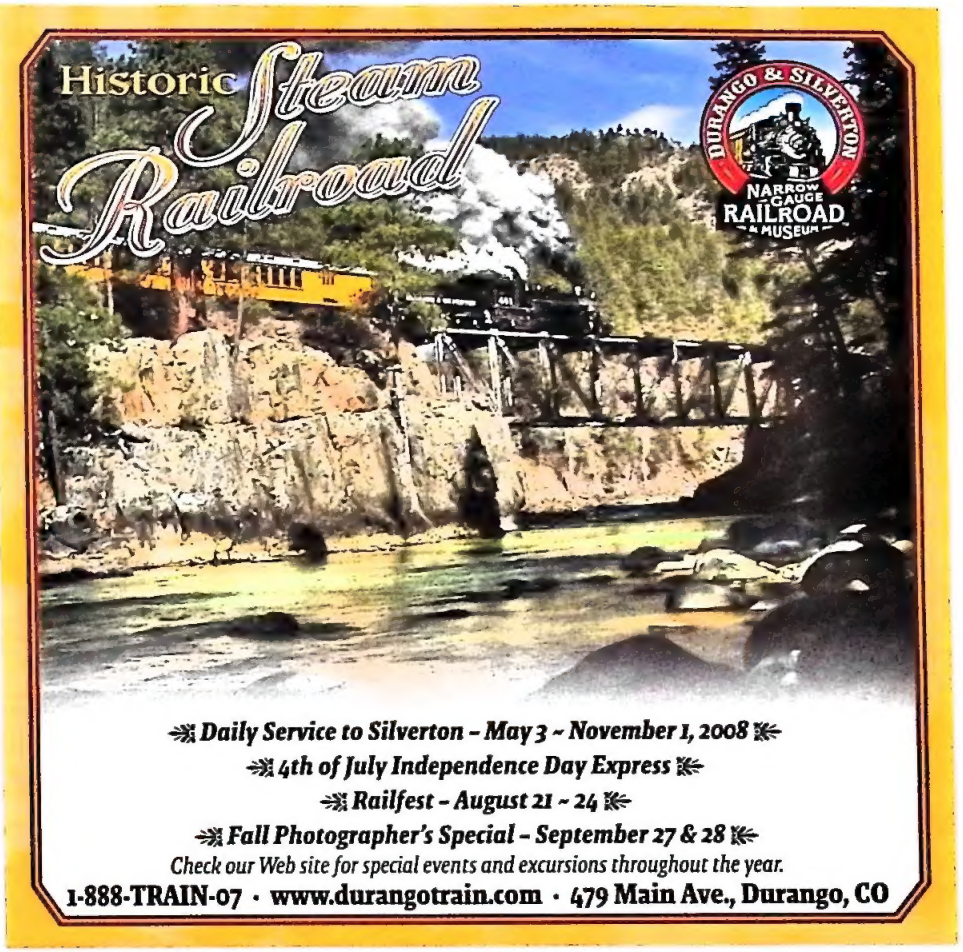
Jim Shaughnessy ["Pageant at Ashley," pages 80-83] lives in Troy, N.Y. "The Shaughnessy Files" appears in each issue of CLASSIC TRAINS.

Theodore Shrady ["The Central Pulls Out of Pullman," pages 66-71] worked in middle management for the New York Central in the mid-1960's, stemming from his early interest in trains. Since then, he has written some four dozen railroad articles and authored and co-authored four books (three editions of *Orange Blossom Special* and *The Sleeping Car*). For his article, his fourth in CLASSIC TRAINS, he cites the following sources: Pullman Archive Collection, Newberry Library, Chicago; Geoffrey Doughty's *Great Steel Fleet* book series; and the *Official Guide of the Railways*.

Joe Welsh ["Empire of Hospitality," pages 20-27 and "Steel Cars, Soft Berths," pages 52-59] is the author of numerous articles and books on passenger trains, including, with Bill Howes, *Travel by Pullman*. Joe has had eight bylines in CLASSIC TRAINS publications.

Michael Zega [". . . in Safety and Comfort," pages 32-37] has written extensively on railroad advertising, including nine articles in CLASSIC TRAINS publications. He lives in New York City.

Karl Zimmermann ["When the Crème de la Crème Soured," pages 72-79] is a prolific travel writer with nine CT bylines. Conversations with Paul Reistrup added a great deal to his story; he's very grateful for them, as he is for the assistance of Bill Howes and Phil Gosney. *Travel by Pullman*, by Howes and Joe Welsh, and Welsh's *Pennsy Streamliners* were valuable resources, as was Fred Frailey's *Twilight of the Great Trains*.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True Color

Were diesels meant to be *white?*

The New Haven once had a passenger train with a white steam locomotive and cars, but the grit and grime of everyday railroading made the color a poor choice. That didn't stop a few carriers who dared to do diesels in white, or close to it. Burlington Route applied an off-white to its "grayback" F units as a complement to its stainless-steel passenger E units, and Seaboard Air Line chose a greenish off-white for its E's to replace a "citrus" livery. Soo Line, in its 1961 redesign, took a bold step: barely off-white diesels with red ends. Beginning with its SD40's, Kansas City Southern did similar—solid white with large red letters. There were a few others. Consider Utah Railway, which hauled dirty black coal behind often-smoky Alcos. On October 27, 1970, three of Utah's seven RSD's and a train of empty UP hoppers were descending Soldier Summit (hence no smoke). Utah's white looked mighty fine, and the units (and Utah's cabooses) probably were kept cleaner as a result.

The magic of N&W steam

Larry K. Fellure's "Final Weeks of N&W Steam" [pages 20-27, Spring] was my favorite article *ever* in CLASSIC TRAINS. The interesting thing is, I don't know why. Was it the superb pictures? The marvelous narrative? Larry's folksy voice? I don't know, but it was magic. And you can't explain magic.

Jerry Cesak, La Jolla, Calif.

After 48 years, I was thrilled to make contact again with the star subject of my "Final Weeks of N&W Steam," Sam Noe! Having retired after 40-plus years of service with the N&W and Norfolk Southern, Sam lives with his wife in Roanoke, Va. After years of engine service out of Williamson, W.Va., he was promoted to Road Foreman of Engines, Roanoke, in 1966, then moved to Brewster, Ohio, as Division Road Foreman until 1974. He then went back to Roanoke as Road Foreman Eastern Region, returning to Ohio as RFE Lake Region (the old Nickel Plate). Back in Roanoke again as Regional RFE, he retired in 1985. Sam turned 82 on March 16, 2008. He has a photo of NS head Bob Claytor presenting his 40-year service pin. Sam further stated that because of his story, CLASSIC TRAINS was selling out in Roanoke.

Sam's son, an NS conductor out of Roanoke, picked up the issue and was surprised to see his dad's photo on the cover. After getting over the initial shock of "sudden fame," Sam called his brother Berman, in Proctorville, Ohio, who worked for N&W several years as a fireman out of Williamson during the late days of steam. Berman picked up a copy and called me at home. He furnished me with Sam's address and phone number, telling me Sam would like to hear from me. After all these years, it was great making contact with a long-lost railroading friend.

Larry K. Fellure, Jacksonville, Fla.

As Road Foreman at Brewster in the late '60's, Sam Noe went out to observe N&W SD45's in their new slave-unit service. Aboard a slave unit on a Pine Valley-bound coal train, after a stop, his unit's V-20 prime mover was firing 15 times a second and the load meter was moving toward the 1,200-amp mark, so Sam radioed the head end, "We're up to 10 mph back here." The engineer responded, "We're stopped up here!"

Harry Bundy, Roanoke, Va.

Two photos, Jim Herron

Williamson, W.Va., April 1960: Although the photographer, then a Kentucky teenager, did not run into author Larry Fellure, he encountered some of the same locomotives, including 0-8-0 290 (above) and Y-6b 2154 (right).

I was happy to read about N&W steam at Williamson in April 1960. I must have just missed Mr. Fellure and his friends, as I was there at or near the same time. It was the first trip my parents allowed me to take on my own. I rode the L&N from Louisville to Cincinnati, then N&W's *Pocahontas* to Williamson. I visited the roundhouse, got permission to look around and shoot photos, and spent three or so great days there! I accompanied a hostler who let me run Y-6b 2154 from the lubritorium to the coal dock and rode a switcher in the yard for an hour or two.

Here are a couple of pictures [above] I shot on that trip.

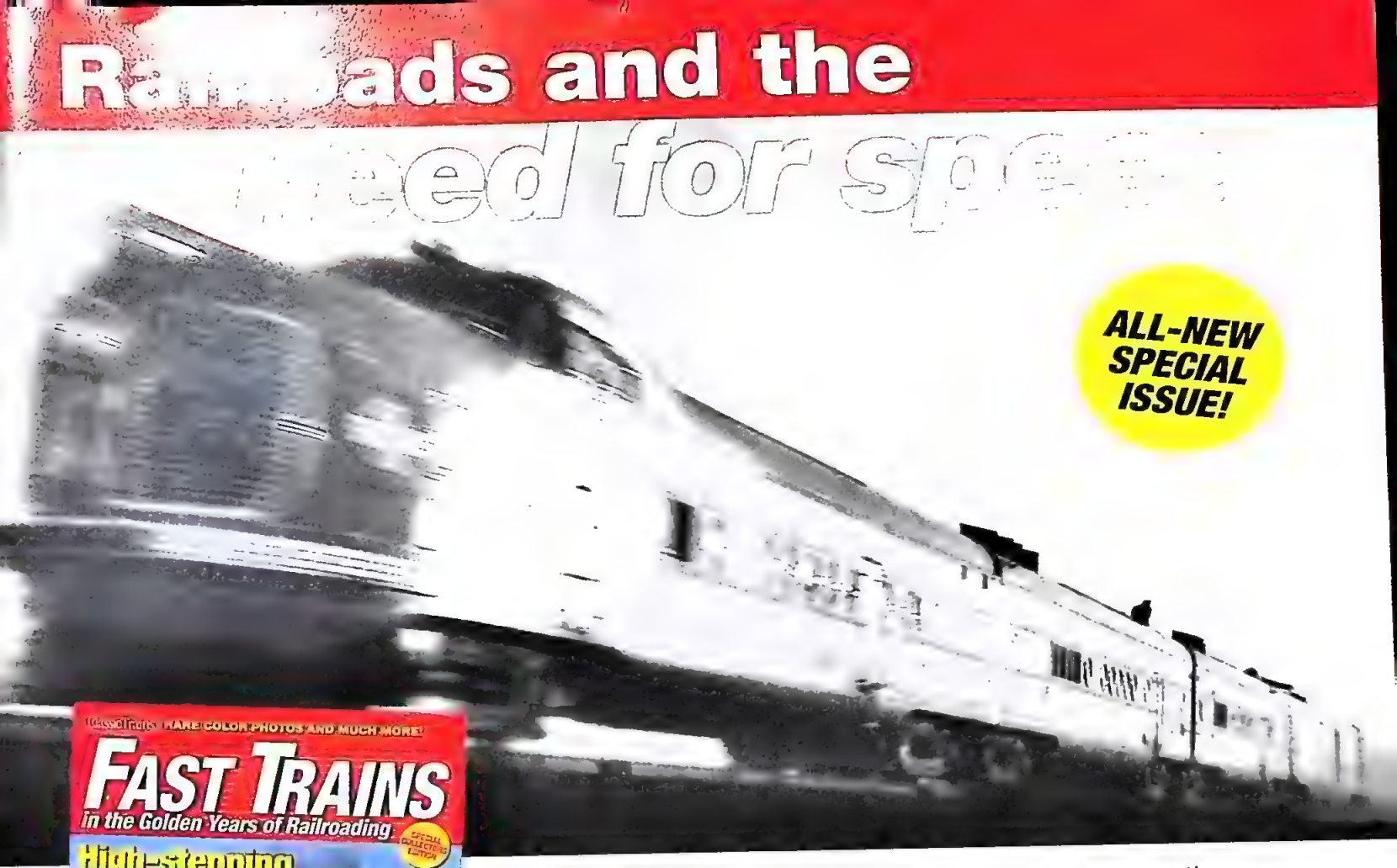
Jim Herron, Tampa. Fla.

Pacific Electric remembered

I enjoyed and appreciated both the Port of Los Angeles Waterfront Red Car Line article, "Red Car Revival" ["Classics Today," pages 44-47], and the main story, Stan Kistler's "Harold Stewart and the Pacific Electric" [pages 36-43]. In addition to carrying thousands of shipyard workers during World War II to Terminal Island yards, PE's San Pedro line also carried thousands of draftees to Fort MacArthur and its induction center. Military-chartered "Red Cars" took the draftees to the San Pedro station, from where they walked the half mile to the induction center.

Stewart's classic photo on the top of page 39 of two 800 cars pulling out of the Toluca Yard adjacent to the old Subway Terminal has been trumped by history. In 2007, construction began on a mid-rise apartment development that covered the old Toluca Yard, whose tracks were long gone, and the gated

Railroads and the need for speed



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Classic Trains MAGAZINE

RAYMOND LOEWY
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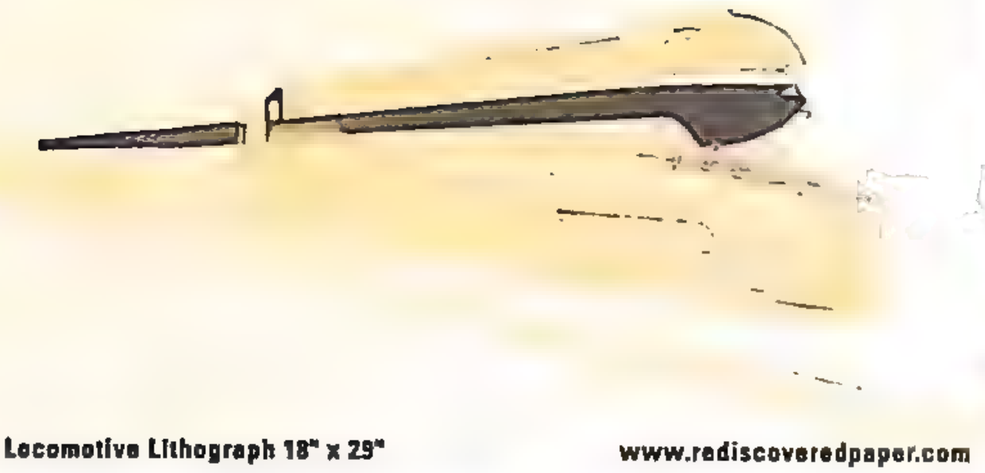

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Cliff Dektar, North Hollywood, Calif.

An old Ohio mystery solved

Thanks to William Hopkins' article ["B&O's P-1d Pacifics," pages 68-71], a 60-year-old mystery of mine has been solved. Sometime in the late 1940's, my westbound Erie Railroad freight slowed by the yard in Akron, Ohio. The B&O tracks ran alongside ours, and an eastbound B&O passenger train was slowing to stop at the Akron station. The engine's boiler caught the late afternoon sun in such a way that it appeared as if there were no pipes or appliances. My fireman, Frank Thomas, said B&O had engines that looked very sleek, with most everything tucked under the boiler casing. As I recall, the number began with 50--, so now I know the engine class and a bit of its history.

Chuck E. LeFever, Red Bank, N.J.

Offering peace and solace

Reverence and respect, with a warm heart, is what I felt after reading Jay Potter's "To Saigon Via Summit" ["The Way It Was," pages 84-86]. Today you see a lot of those "Support Our Troops" yellow ribbon stickers on car tailgates, but what does one really do to back those words? Well, in Mr. Potter's case, the Santa Fe Railway, with all its employees, equipment, miles upon miles of trackage, and its unique heritage, did something without ever even knowing it. They railroaded! And in that classic way the AT&SF always did, by its good show, offered peace and solace to an honorable man, doing an honorable thing during a difficult time in his life.

I grew up living near the Santa Fe. It was there when I joined the U.S. Army, when I returned home, and during my stay at Fort Hood, Texas. I've even stood upon that same precipice above Cajon Summit as Mr. Potter did, and have been lost in the moment as Chico's tonnage thundered past.

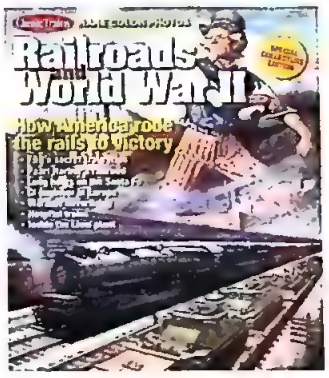
We all can be a little like the Santa Fe. Next time you see a military service member or a veteran, stretch out your hand or snap a salute and offer a hearty thanks. It might give him or her a moment of peace and the reassurance knowing their service is not in vain.

Brian P. McMahon, Culver City, Calif.

Interesting, informative history

What a pleasure it was to see the scholarship that went into the articles in RAILROADS AND WORLD WAR II. The issue was interesting, informative, and "over too soon." I am an amateur historian of our nation's history, especially the years 1929-1945, with 92 books in my library, 33 of which deal specifically with the life and administration of Franklin D. Roosevelt. I knew about his train travels but had never seen them laid out as Fred Wrixon did ["FDR's Wartime Train Travels," pages 20-31]. I also thoroughly enjoyed Peter Hansen's study of the Dennison, Ohio, canteen for the soldiers ["Slice of Home and a Cup of Joe," pages 74-81]. As for the sidebar [page 79] about the North Platte (Nebr.) canteen, I highly recommend *Once Upon A Town*, by Bob Greene.

Bill Reynolds
Mountain Home, Ark.



Lima author recalled

I speak for all members of our Central Florida Chapter of the National Railway Historical Society in saying that we were pleasantly surprised to find the article "Inside Lima" by Dwight Akers [pages 16-19], purchased for TRAINS by David P. Morgan in 1987. Editor Morgan was guest speaker at our annual banquet on March 10, 1984, and I'm sure he and Dwight traded railroad tales. Dwight and his wife Alva retired to Mount Dora, Fla., in the early 1980's, and he joined our chapter and served as our librarian. He had many great rail stories to tell from his interesting career. Dwight died in 1994, so his article gives us something else by which to remember him.

Ken Murdock, Orlando, Fla.

Reconnecting after 61 years

Here's one of those nice anecdotes in the wake of one of your issues, in this case about my article, "Woman's Touch in Wartime" [pages 58-61], on Henrietta Henson (who enjoyed the article very much herself). Not long after the issue appeared, Henrietta received a phone call from another nurse stewardess who had worked with her in the 1940's on the B&O. They had not spoken since 1946!

Mike Matejka, Bloomington, Ill.

Appreciation from across the pond

One item really touched me, the New Haven ad, "The Kid in Upper 4" on page 15. We in England were waiting for the brave U.S. servicemen, who came to a country of blackouts, strict rationing, and many shortages. In my village a large U.S. camp was set up; Devon and Cornwall became the home of the U.S. 29th Infantry Division. They were with us for just over a year. They brought hope and class with their smart uniforms, then left to take part in D-Day. So the kid in upper 4 did a great job. Together with brave men from Canada and Great Britain, they saved my country and most of Europe so we've been able to live in a free nation, something we too often take for granted.

I am a retired railwayman, having worked 46 years on the railway.

John T. R. Snell
Yelverton, Devon, England

The 10 famous wartime advertisements were marvelous.

L. B. Groover, Tyrone, Ga.

Correcting the war records

Page 12: The fleet of Pullman-operated, boxcar-style troop sleepers numbered 2,400.

Page 21: When FDR met Winston Churchill at Placentia Bay, Newfoundland was a colony, not yet a province, joining Canada on April 1, 1949.

Copies of RAILROADS AND WORLD WAR II are still available; to order one, call (800) 533-6644. FAST TRAINS, our Special Edition No. 7, will be published in November 2008; see page 11.

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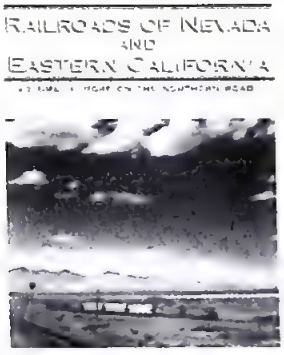

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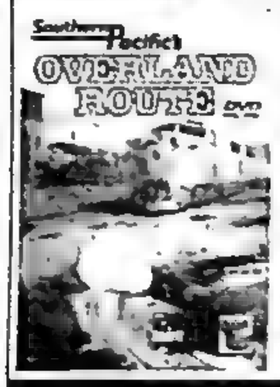
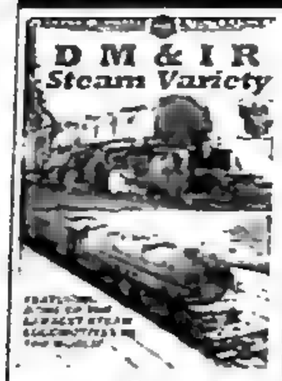


The San Francisco Bay area eastward across the Sierra Nevada's on Southern Pacifics Overland Route toward Ogden, Utah. Vintage railroading at its finest with over 80% steam action, plus rare early diesels such as late 1930's E2s on the City of San Francisco, as well as Daylight-painted PAs and Black Widow F-units. Doubleheaders are seen as well as multiple engines on freight trains. A rare historic look at SP heritage. 98% color 67 minutes. Copyright 2007 - **$29.95**

DM&IR STEAM VARIETY



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Same quiet corner, different power

Yes, it was fun to spend a lazy day on the Spalding (Nebr.) Union Pacific mixed train ["Quiet Corner of the UP" in "True Color," pages 8-9], as friends and I did in 1961. By then an Alco yard switcher had replaced the 2-8-0 employed in 1956, and service was cut to three days a week, but we got an unscheduled side trip to Albion to pick up some livestock. The combine was used into the 1960's, although one was damaged when rear-ended by another train northwest of Columbus in 1962. Such UP "caboose mixeds" lasted until Amtrak, and today those UP branches out of Columbus are leased to the Nebraska Central.

Michael M. Bartels, Lincoln, Nebr.

Tom Fawell tribute overdue

The article by Gregory Palumbo ["Bold Style of Tom Fawell," pages 30-39] on the EMD artist responsible for those remarkable images from the 1960's was interesting, informative, and long overdue. Along with the story of Bern Hill—and examples of his superb artwork—published in TRAINS many years ago, you have shed some light on the history of industrial artwork, a subject generally ignored.

David B. Granner. Toronto, Ont.

North Hoosick—so close, yet so far

I was thrilled by Jim Shaughnessy's retrospective ["Anatomy of a Night Photo" in "The Shaughnessy Files," pages 54-59] on the two Rutland photo shoots in North Hoosick, N.Y. I lived about two miles away in Hoosick Falls for more than four years, and drove by the site nearly every day—and still do so quite frequently. The railroading history of this region is under-recognized, I believe, so it was gratifying to read Jim's story.

Jim Donnelly, Bennington, Vt.

Jim Shaughnessy's article was fascinating, even moreso than it might have been normally because while reading it, I realized that on January 10, 1958, I was right there, as a freshman at Jim's alma mater, RPI, in his hometown of Troy, N.Y.! My hobby was photography, and I had access to a Speed Graphic as a photographer for the campus publications, but unfortunately I had no knowledge of Jim Shaughnessy or the wonderful scheme he and his pals had for this night shoot—so near, yet so far.

Jim Fitzgerald, Waldport, Ore.
RPI Class of 1961

Pontiac—a career launching pad

Chuck Geletzke's article ["My First Day on the Railroad," pages 72-77] on his first day of work for Grand Trunk Western at the Pontiac (Mich.) roundhouse reminded me of my visit there in 1942. As a 14-year-old railfan, I walked in and found the workers there cordial and willing to answer questions. I later was invited into the cab of an 0-8-0 switcher, whose hostler patiently explained the positions and functions of the brake valves.

As I was leaving, I noticed a crew boarding a new EMD NW2 switcher. Again I was invited up into the cab, and the engineman explained the operating controls and features. Since I was on my way out, he invited me to ride back to the yard office.

That, my first cab ride in a diesel locomotive, was also my first experience with the machine which eventually would be the subject of a 38-year career: six years with four railroads, then 32 years with General Electric in locomotive service and sales, testing, demonstrating, and observing locomotive performance on 37 railroads. It was a very satisfying career.

Ben F. Anthony
Museum of GE-Erie History
Erie, Pa.

Those mighty Muskogee roads

Nostalgia ruled as I read Hal Miller's Muskogee Roads article ["Fallen Flags Remembered," pages 16-19]. In my growing-up years, I lived just one block from the Midland Valley spur that served industries on the northeastern edge of Muskogee. Every year in the 1940's and early '50's my father took me to the rodeo at the fairgrounds, but I chose to watch the activity in the Midland Valley shops across the way instead of the cowboys.

Every summer my mother took me to visit grandparents in Wapanucka, Okla. A couple of times, we took the *Katy Flyer* to Atoka, then a local bus to their home, but more often we rode the

gasoline motor car to Wapanucka on the KO&G. It seemed that the car, which was bound for Denison, Texas, would stop at every crossroads. It was known as "the Dinky" by some and as the "Blue Goose" by others, since it was painted blue and its air whistle squawked like a goose. It ran through areas where there were few auto roads, over the Canadian River, and through woodlands and prairie.

M. Lewis Green, Ardmore, Okla.

Regarding the caption on the Kansas, Oklahoma & Gulf 2-8-2 [page 17] being "possibly the last Mikados built for U.S. service" in May 1947, please be reminded that Baldwin built 3-foot-gauge 2-8-2's for White Pass & Yukon, which serves Alaska (then a territory), in October 1948 (No. 72) and April 1949 (No. 73, which still runs).

Carl Mulvihill, Skagway, Alaska

A small correction is in order regarding the KO&G boxcar photo caption on page 18: They are not XML type insulated boxcars as stated, but RBL, the AAR designation: Refrigerator, Bunkerless, Loader devices (D/F bars). The term "XML" refers to an uninsulated boxcar with loader devices.

Ed Burns, Anoka, Minn.

Another landmark event at Oaklawn

I enjoyed the "Bird's-Eye View" text and photo [pages 60-61] of Chicago & Eastern Illinois' Oaklawn Shops in Danville, Ill. Mention was made of the fire at the shops in 1937, but nothing about the C&EI roundhouse there being dynamited during the 1922 National Shop Craft strike. An article about the event would make for some interesting reading, as all parties concerned are now deceased.

Truman Koehn, Green Bay, Wis.

What signal box at Kensington?

As a Fairbanks-Morse diesel locomotive fan, I was especially pleased to see "One Moment Sooner," by Gordon E. Lloyd [pages 82-83], with the photo of New York Central's C-Liner 4500 and an F3B on the *James Whitcomb Riley* at Chicago's Kensington junction. I never even saw the signal box in the photo until the author mentioned it!

Sadly, the Fairbanks-Morse diesels are mostly forgotten today, even though they were pacesetters during the 14 short years the firm manufactured diesel locomotives.

Warren L. Smith
Albuquerque, N.Mex.

Got a comment or correction? Write us at Fast Mail, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187-1612; e-mail: fastmail@classictrainsmag.com. Letters may be edited for length and clarity.

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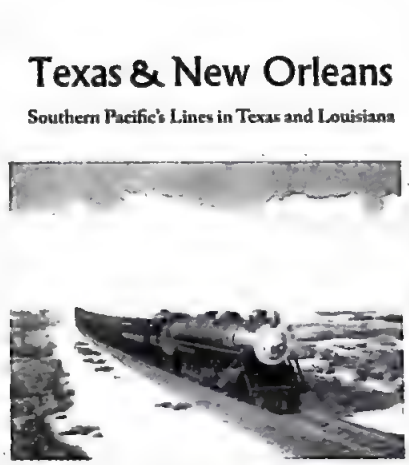

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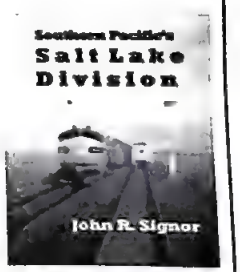

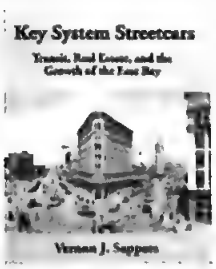

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Nickel Plate Road: The classic rail underdog

Tenacious and enterprising, it rose from a spurious origin to be a case-study competitor

J. David Ingles

In-sight rivals: In a June 1960 view from a Cleveland rapid-transit platform, Geeps of NYC "race" an NKP RS11-GP9 duo west toward downtown.

The New York, Chicago & St. Louis Railroad was conceived for little other reason than to be a financial thorn in the side of the mighty Vanderbilt empire. Affirming its builders' strategic vision, high-profile financial machinations would envelop the road through most of its 83-year corporate existence.

By 1869, following its acquisition by Cornelius Vanderbilt, the Lake Shore & Michigan Southern linked Buffalo and Chicago via Cleveland, and was destined for greatness as the western anchor of the powerful New York Central System's Water Level Route. North of Lake Erie, Vanderbilt controlled the Canada Southern after 1876, giving him a second Buffalo-Chicago route in conjunction with his Michigan Central west of Detroit.

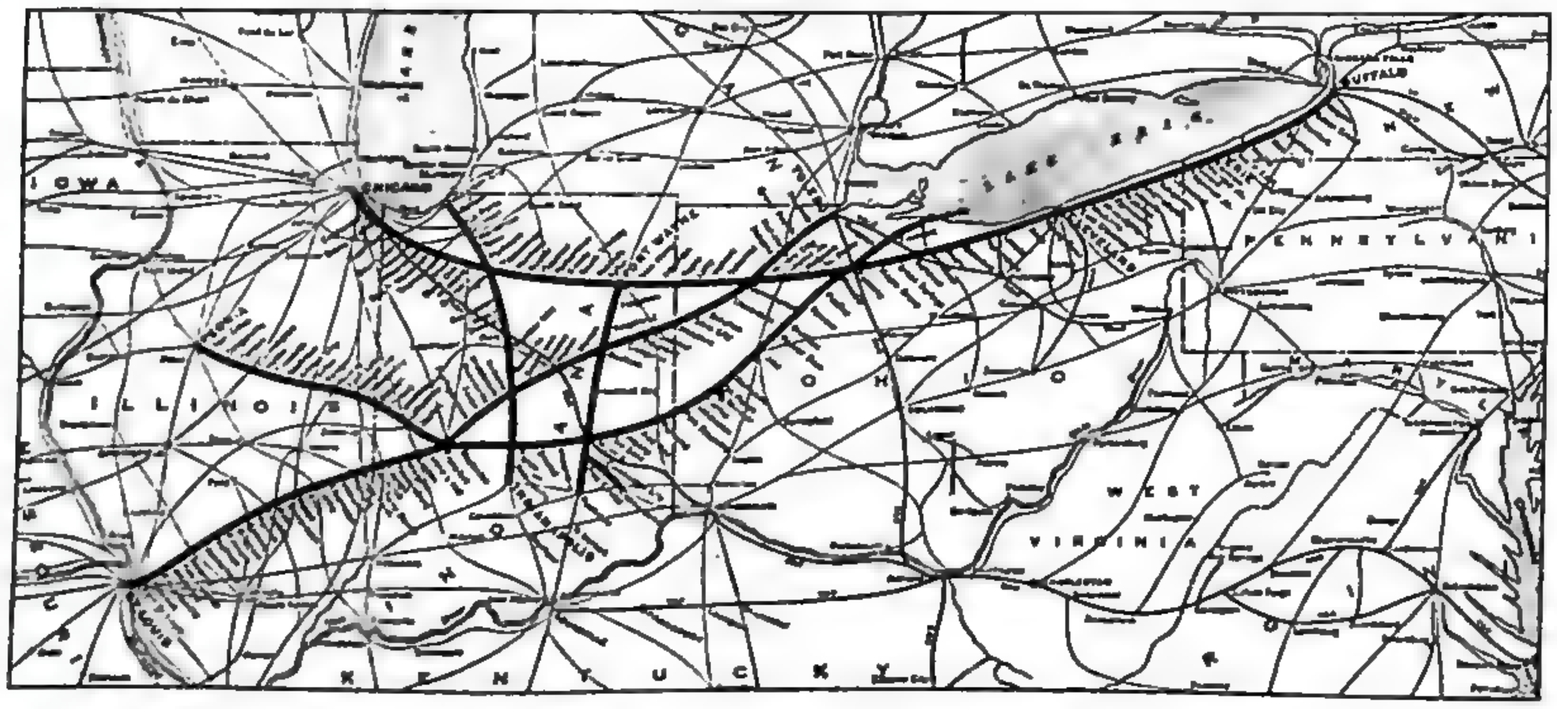
Enter financier George Seney, who in 1879 formed a syndicate to build the Lake Erie & Western Railway to link the improbable end points of Fremont, Ohio, and Bloomington, Ill. This proved to be a prelude to construction during 1881-82 by Seney's group of a Buffalo-Chicago road connecting with LE&W and paralleling the "Lake Shore"—a feisty decision triggered by heir William H. Vanderbilt's aversion to sharing any of the regional traffic pie.

The New York, Chicago & St. Louis opened between Buffalo and Chicago on October 23, 1882, in many spots east of Cleveland just a stone's throw from rival LS&MS. As Seney expected, the archly territorial Vanderbilt offered—without success—to buy the unfinished competitor. Persistence paid off on both sides, and the completed NYC&StL became a Vanderbilt property in January 1883. Thus began 33 years of corporate neglect for the NYC&StL, which languished as an increasingly antiquated, single-track stepchild as LS&MS grew into a fast, multiple-track artery.

Although eclipsed by the Lake Shore's plush limiteds, NYC&StL from 1893 fielded three unpretentious, reliable Chicago-Buffalo passenger trains, establishing a long-standing pattern of modest passenger service. In 1897, Delaware, Lackawanna & Western entered the picture, conveying NYC&StL cars from Buffalo to Hoboken, N.J.

When NYC&StL was being surveyed, Editor F. R. Loomis of Ohio's *Norwalk Chronicle* waxed enthusiastically on the railroad coming to town (it built through rival Bellevue instead). Alluding to an industrial process equated with high quality, he referred to the endeavor on March 10, 1881, as "the great New York and St. Louis double-track, nickel-plated railroad." Use of "Nickel Plate Road" proliferated, in newspapers and by the road itself. Numerous sources claimed credit for its origin, but this was the sanctioned version, and in recognition, Loomis received NYC&StL Pass No. 1 on October 17, 1882. The nickname stuck.

In 1914, LS&MS and Nickel Plate became wards of New York Central. Passage of the Clayton Act that same year was intended to bolster the earlier Sherman Antitrust Act, and left NYC with a dilemma. It was bound under the law to divest itself of competing lines by 1916,



This map from the April 24, 1949, public timetable depicts NKP's 1,690-mile pre-W&LE system.

By Kevin J. Holland

so Nickel Plate had to go—but where?

An innocuous 1913 encounter led to a solution that reshaped a city and an industry. Brothers Oris P. and Mantis J. Van Sweringen were self-made Cleveland real-estate developers who, in acquiring land for their Shaker Heights suburban enclave, purchased acreage from NYC Vice President Alfred H. Smith ["Van Sweringens Reach for the Stars," Spring 2005 CLASSIC TRAINS]. "The Vans," as the brothers were known, planned a rapid-transit line connecting Shaker Heights with downtown Cleveland, where their plans would culminate with the 1930 opening of Cleveland Union Terminal and the Terminal Tower complex. In 1916 the Vans approached Smith, by then NYC president, to discuss their plans involving land owned by the Nickel Plate.

NICKEL PLATE ROAD

As the Clayton Act's divestiture deadline loomed, Smith engineered a sale to the Vans of not only the land they sought, but—on good terms arising from his admiration for the brothers—of the entire Nickel Plate Road. Guided initially by Smith's insight, the Vans parlayed their investment into a highly leveraged empire that, through their Alleghany Corp. holding company, included control of six other big railroads: Chesapeake & Ohio, Pere Marquette, Erie, Wheeling & Lake Erie, Chicago & Eastern Illinois, and Missouri Pacific.

In an irony that would haunt the New York Central in the decades to come, the gaunt NYC&StL was ripe for re-equipping under its new owners. Addressing the Vans' lack of railroad experience, Smith orchestrated John J. Bernet's move from an NYC vice-presidency to be Nickel Plate's president. Neglected physical plant and obsolete motive power received needed attention under Bernet, who reincarnated the road into a lean and aggressive contender.

Acquisition of two roads in 1922-23 tripled Nickel Plate's mileage. The first was a homecoming, of sorts, when 713-mile Lake Erie & Western, by this time reaching Peoria and Indianapolis, was merged. The second permitted Nickel Plate to finally make good on its "St. Louis" claim, as it bought the 450-mile Toledo, St. Louis & Western (the "Clover Leaf Route"), a former narrow-gauge linking Toledo and East St. Louis with a half-interest (with Grand Trunk Western) in 48-mile Detroit & Toledo Shore Line. Around this time, NYC&StL adopted "NKP" as its reporting marks.

The Advisory Mechanical Committee, formed by C&O, NKP, Erie, and Pere Marquette in 1929, acted as a clearing house to develop and implement equipment specifications and designs. AMC's first project was C&O's T-1 2-10-4

Jim Shaughnessy

As an eastbound clears in the distance, NKP 779, Lima's last 2-8-4, and a sister placed five cars back because of bridge weight restrictions, leave NH Tower near North East, Pa., March 1957.

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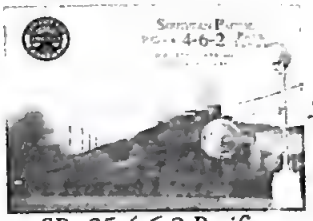

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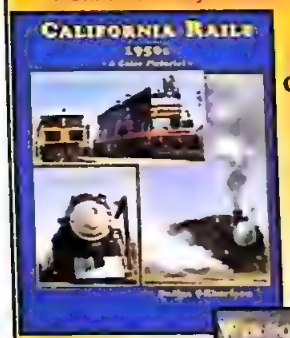

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Mert Leet

With two of the ten 1950 P-S coaches visible, NKP train 8 eases into Chicago's Englewood Union Station behind Hudson 170 in June 1951.

R. J. Wilhelm

"Bluebird" PA 182, with NKP's unique notched-nose bell, and a sister are ready to leave Englewood with train 7, the *Westerner*, in 1959.

of 1930, followed by the first of NKP's legendary 2-8-4 Berkshires in 1934. The "Berks," and the manner in which they were employed, enabled NKP to surmount much of the 1930's economic adversity and find its calling as a high-speed conveyor of overhead freight. NKP would order an eventual 80 of the AMC-designed 2-8-4's.

Following the Vans' deaths, financier Robert R. Young gained control of Alleghany Corp. in 1937. Under his charismatic direction, C&O gained stock control of Nickel Plate in December 1937.

During John W. Davin's presidency, NKP embarked on a comprehensive postwar rehabilitation. More Berkshires had arrived, and between 1943 and Davin's death in 1949, NKP invested over $60 million in equipment and physical plant. The famous "Nickel Plate High Speed Service" slogan debuted, and Centralized Traffic Control began on a main line that was already mostly single-track (another ironic benefit from the lean LS&MS years). Piggyback service, radio, and unit trains were other efficiencies championed by the postwar NKP.

Young's abortive attempt to consolidate C&O, NKP, W&LE, and PM in 1945 led to C&O relinquishing NKP control in November 1947. The ICC then authorized Nickel Plate to acquire all of C&O's holdings in the 506-mile Wheeling & Lake Erie ["Fallen Flags Remembered," Spring 2003]. Rich in coal and ore traffic, "the Wheeling" was leased by Nickel Plate Road in December 1949.

Diesels—Alco and EMD switchers—arrived in 1942, but NKP stayed committed to Super Power steam out on the road, as 2-8-4's replaced 2-8-2's and smaller power. An order for four long-delayed EMD BL1 road-switchers was canceled in July '47; also that month, 11 Alco PA1's were ordered for passenger service, replacing 4-6-2's and 4-6-4's. After assessing CB&Q F3's and two F7A demos—which EMD presumptively sent painted in blue and gray—in 1948-49, NKP surprised the industry by ordering 10 more 2-8-4's from on-line Lima Locomotive Works. No. 779, delivered in May 1949, was Lima's last steam locomotive [Spring 2000 CT]. With 25 C&O GP7's leased to expedite dieselization, NKP's last mainline revenue steam run occurred on July 2, 1958, behind Berk 746; 0-8-0 212 closed out all steam in the Conneaut, Ohio, yard on July 18, 1959.

NKP owned 440 diesels (including four ex-W&LE NW2's), all black with yellow stripes except the PA "Bluebirds." EMD, Alco, FM, Baldwin, Lima, and GE all were represented. GP7's, GP9's, RS3's, and RS11's dominated road service, with six-motor RSD12's and SD9's hauling mineral traffic on the Wheeling. The second generation began in 1962 when the PA's went to Alco toward 11 RS36's, 2 for passenger service (joining nine 1956 GP9's). Ten GP30's and solitary GP35 and C420 wreck-replacement units finished NKP's diesel purchases.

Augmenting its modernized heavyweight coaches and diners, plus two 18-roomette ex-demo Pullmans, NKP in 1950 re-equipped its six passenger trains with 25 Pullman-Standard lightweight cars: 10 52-seat coaches and 15 *City*-series sleepers, (13 10-roomette/6-double bedroom cars [see "Second Section"] and two 5-double-bedroom/lounge cars. Each Buffalo-Chicago train rated two Bluebirds and the Cleveland-St. Louis *Blue Arrow/Blue Dart* one each.

After fending off advances from new majority shareholder DL&W during 1952-56 ["Last 11 Years of the Lackawanna," Summer 2007], NKP began merger talks with the Norfolk & Western. Fresh from its 1959 Virginian acquisition, the N&W was eager to grow, and NKP+N&W was in part a reaction to the NYC+PRR talks then under way. The merger plan presented to the ICC in March 1961 was approved in June 1964. It called for N&W (as surviving entity) to merge with NKP, acquire control of Pittsburgh & West Virginia, and lease the Akron, Canton & Youngstown and the PRR-controlled Wabash to create a 7,800-mile system. Purchase of PRR's Columbus-Sandusky, Ohio, line was included to link N&W with NKP (at Bellevue) and thus the other partners. Merger day was October 16, 1964. Various portions of NKP subsequently were downgraded,

John S. Ingles

This ex-W&LE caboose, at Cleveland in July 1959, displays NKP's "high speed" slogan.

sold, or abandoned, but the Buffalo–Chicago trunk has remained a vital link in N&W's (after 1982, Norfolk Southern's) network.

Even as N&W's influence advanced, three mid-1960's events laid the foundation for NKP's immortality, and its pivotal role in the development of the rail-enthusiast world we know today.

First was Kalmbach's publication in 1965 of John A. Rehor's 483-page *Nickel Plate Story*, a seminal work in the rail history field. Next, in 1966, came the formation by Tony Koester and Glenn Pizer of the Nickel Plate Road Historical & Technical Society, progenitor of all today's single-railroad interest groups. Third, a significant piece of NKP history was revived in 1968 when Ross Rowland's High Iron Co. restored 2-8-4 759 to operation. One of the first examples of retired "big steam" to be reactivated, 759 garnered headlines in 1969 when it led Rowland's "Golden Spike Centennial Limited" over much of the train's cross-country mileage, including a return on the old NKP from St. Louis eastward.

In the late 1970's, a number of ex-Nickel Plate diesels shed enough N&W paint to let their old stripes and lettering show through. Former Nickel Platers invariably smiled at the sight of these shabby survivors, symbolizing a tenacious and enterprising railroad, gone but far from forgotten. ■

NICKEL PLATE FACT FILE

(Comparative figures are for 1949 and 1963)
Route-miles: 2,322; 2,170
Locomotives: 486 (414 steam); 411 (diesel)
Passenger cars: 89; 60
Freight cars: 29,107; 22,305
Headquarters city: Cleveland, Ohio
Notable passenger trains: *Nickel Plate Limited* and *New Yorker/Westerner* (Buffalo-Chicago)
Special interest group: Nickel Plate Road Historical & Technical Society, P.O. Box 381, New Haven, IN 46774-0381; www.nkpths.org
Recommended reading: *The Nickel Plate Story* by John Rehor (Kalmbach, 1965); *Nickel Plate Road Diesel Locomotives* by Kevin Holland (TLC Publishing, 1998)
Sources: Author's collection; John B. Corns; Allen County Historical Society

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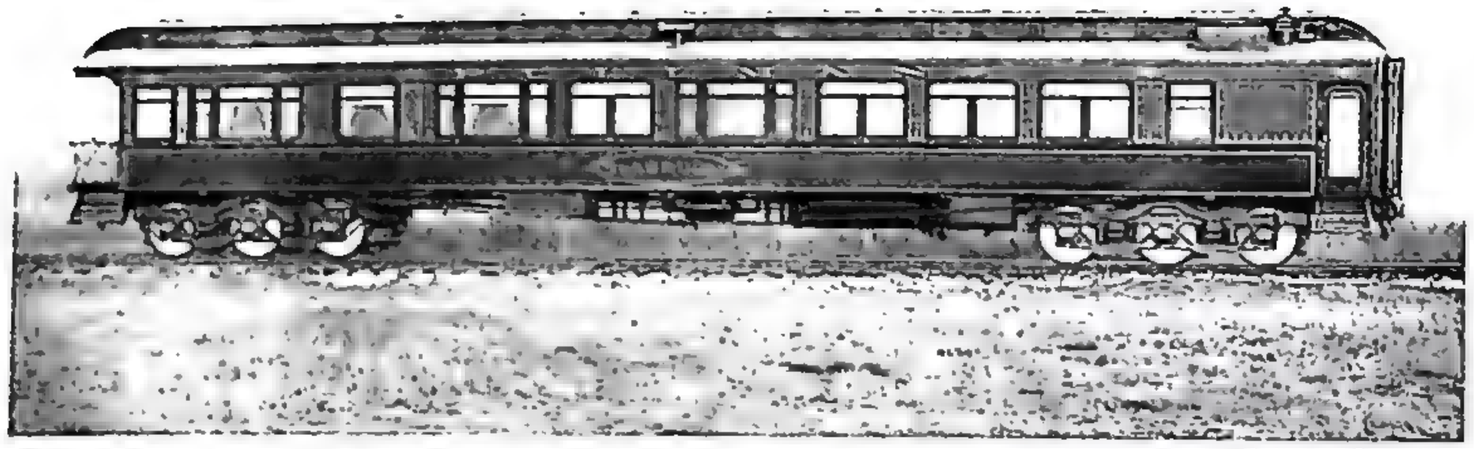


Pullman-Standard

Sleeper-lounge-observation car *Isabella*, built for the Pullman Company's exhibit at the 1893 world's fair in Chicago, epitomizes the art of wood-car construction during the Gilded Age.

CLASSIC TRAINS collection

Heavy armchairs, leaded glass, and high ceilings characterize a 1920's-era Pullman parlor-lounge car used on the Wabash; a Pullman conductor and attendant stand ready to serve.

would be the best in Pullman's history. Between 1900 and 1910 the company's traffic tripled and its assets doubled. Profits peaked in 1910. The company had no funded debt, and its net earnings on operations were above $13 million annually. By 1910 Pullman's fleet comprised some 4,300 sleeping cars (including more than 600 "tourist" sleepers for budget-minded travelers), more than 600 parlor cars, 25 dining cars, and 34 private cars. Essentially all were of wood construction, the standard since railroading's inception, but Pullman was about to embark on a massive program of building safer, more substantial steel cars that would come to be known as heavyweights.

As the country prospered and railroad traffic soared in the 1920's, Pullman's fleet expanded rapidly. By the end of the decade it operated a vast fleet of 9,801 cars, staffed by an army of 10,500 porters, attendants, and maids. During the high point of travel in the 1920's, Pullman carried as many as 39 million passengers per year, a number equal to more than one-third of the population of the United States.

Pullman's job was to maintain and distribute its cars wherever needed by its client railroads. The company's wide-ranging services now extended to Mexico, Canada, and virtually every corner of the United States. At one time, for example, it was possible to board a Pullman in West Yellowstone, Mont., and end up in Florida without ever leaving your car as it was handed off to a succession of railroads en route. Even moderate-sized intermediate communities received their own Pullman service via an innovation known as the set-out sleeper. At a reasonable hour, patrons could board or alight from a Pullman car picked up or set out at their local station. With passengers asleep in their berths, the only suggestion that their journey had begun or ended was a gentle tug as their car was added to or removed from a train bound for the big city in the middle of the night.

Hospitality infrastructure

Managing and operating this far-flung enterprise required a significant corporate infrastructure. The company essentially had two main functions: operating its fleet and building cars, both for its own use and for numerous railroads. In the early 1880's Pullman built a massive car manufacturing plant and model community for its employees. Called Pullman, it was located 15 miles south of downtown Chicago beside the Illinois Central main line. Operations in the company's 20th century heyday were carried out at both the headquarters facilities in Chicagoland and in a hierarchy of zones (later called regions), which were divided into smaller districts, which in turn were divided into agency offices located at the terminals of most of the passenger-carrying railroads in the U.S. and at some locations in Canada and Mexico.

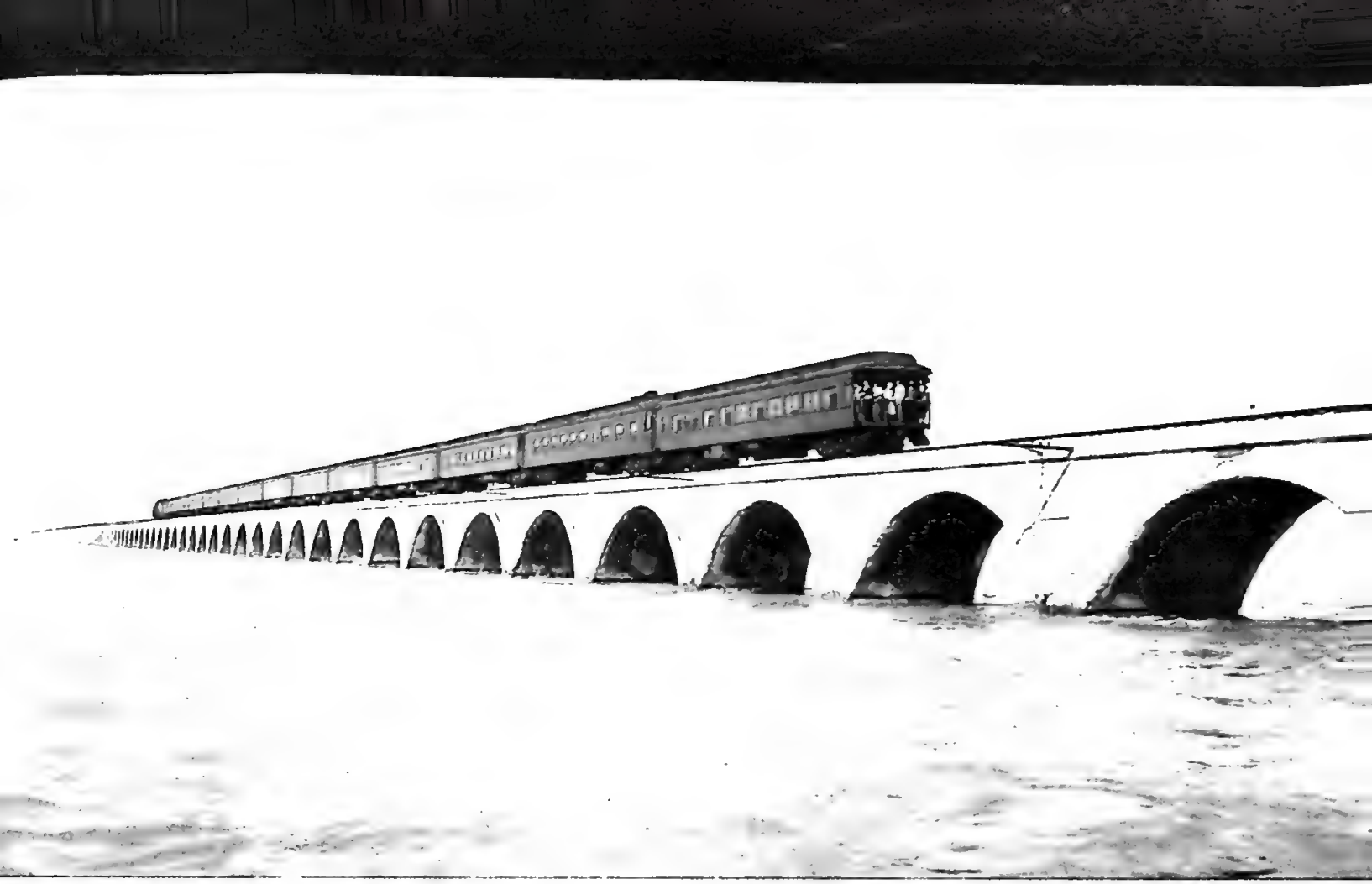
1874
Pullman launches parlor-car operations

1881
Opens new main car shops and utopian town for employees near Chicago called Pullman; begins building freight cars

1887
Pullman's H. H. Sessions develops the vestibule; PRR's *Pennsylvania Limited* becomes first all-vestibule train

1894
A strike at the Pullman, Ill., plant is met by police and troops; 12 workers die in the incident, a landmark in labor history

1897
George M. Pullman (right) dies; Robert Todd Lincoln succeeds him as company president



Florida East Coast

Pullmans went everywhere rails did, even to sea with the *Havana Special* on Florida East Coast's Key West Extension, abandoned in 1935.

Here the company cleaned, maintained, stocked, and staffed the Pullman fleet. Commissary (food provisioning) services were often provided in cities with Pullman district offices.

Routine maintenance (ranging in frequency from daily for some items to bi-monthly for others) was performed by Pullman employees in more than 300 railroad coach yards around the country. Cars entered shops—Pullman had six scattered around the country—for major repairs every 30 to 36 months. Besides Chicago, the shops were at Buffalo, N.Y., Wilmington, Del., Atlanta, St. Louis, and Richmond, Calif.

What made Pullman a success was its organization and attention to details. This was a company that could smoothly keep thousands of guests, railroad cars, and employees in nearly constant motion, night after night, long before the age of computers. Pullman excelled at minutiae because it had to. For example, in the 1920's, to ensure that each berth had a full set of crisp sheets, Pullman laundered 284 million pieces of wash per year at a cost of more than $3 million. (No wonder Pullman called itself "the world's greatest housekeeper.") Pullman maintenance was also known as second to none. The company was renowned for the cleanliness and reliability of its rolling stock. The equipment *had* to work with minimal attention, for a car might find itself at some remote outpost like Key West, Fla., or Walla Walla, Wash., with little or no support services available.

Likewise, the employees had to be trusted. Many were out on the road for multiple days and sometimes with little direct supervision. Each Pullman-operated car had a porter (in sleepers) or attendant (parlor or lounge cars). On trains with more than one Pullman, the company provided a conductor to collect tickets covering the space passengers occupied and to manage the cars and porters. (The train conductor handled payment for the cost of transportation, which went to the railroad.) In situations when there was only one Pullman sleeper in a train, the porter acted as a Porter in Charge and no Pullman conductor was aboard.

To the family traveling across the country for three days by Pullman or the executive of a major company en route overnight to a business meeting, the on-board employee *was* the Pullman Company. Recognizing this, Pullman trained its conductors, porters, maids, and car attendants to a fault on how to greet passengers, how to correctly pour a drink, how to properly

1899
Pullman absorbs its last major sleeping-car competitor, the Wagner Palace Car Co.

1900
Reorganization as The Pullman Company

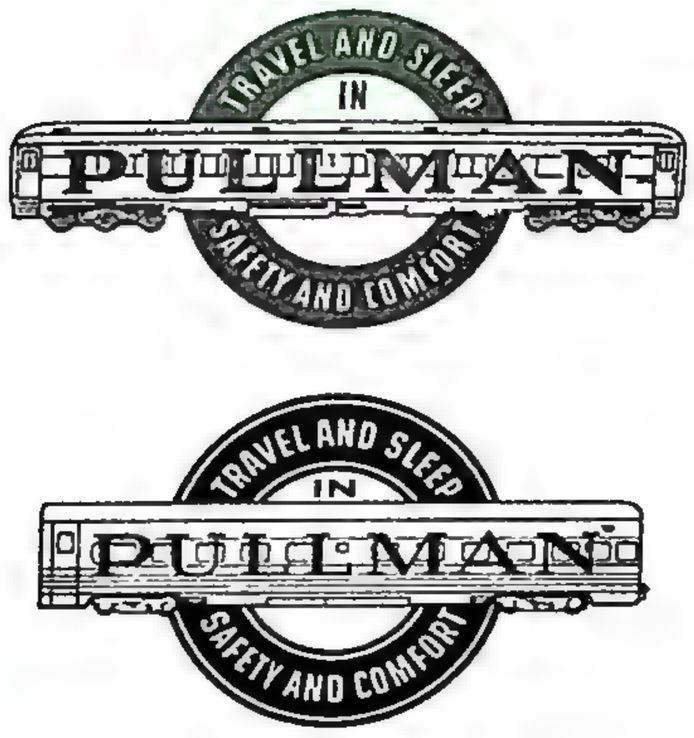
1907
Builds prototype all-steel car, the 12&1 *Jamestown*; steel-car production begins in 1910, ending the wood-car era

1917-20
World War I prompts government control of Pullman operations (but not the manufacturing department)

1920
Era of steel, or "heavyweight," cars in full swing; Pullman employs 22,886 people, has 175,000 railcar accommodations

Richard H. Kindig

UP's *City of Portland*, built by Pullman-Standard, departs Cheyenne in 1939 with the first lightweight sleeping cars in its articulated consist.



In the 1940's, Pullman marked the transition from heavyweight to lightweight rolling stock with a subtle change to its "Travel and Sleep in Safety and Comfort" emblem.

waken a sleeping passenger, and so on. It was this remarkable quality and uniformity of service, largely provided by African-American men, that was the company's greatest asset to its passengers—and its most lasting legacy.

To the railroads, Pullman provided economy of scale. To meet heavy seasonal demands, Pullman maintained a national pool of sleeping cars which could be shifted to handle demand for travel to Florida in winter and to the West in the summer. Pullman also excelled at supplying equipment to handle special moves and unexpected events. In addition to providing cars for special train service, on short notice Pullman could create hundreds of extra hotel rooms on the ground in "Pullman Cities" when the likes of a convention exceeded a community's ability to handle the demand for hotel space. Had the individual railroads been forced to maintain their own fleets and personnel to meet this sporadic demand, it would have cost them a fortune.

Signs of decline

This orderly world in which Pullman was a primary provider of transportation in the United States began to collapse with the advent of the Great Depression. Between 1929 and '32, Pullman lost 40 percent of its business. Suddenly the great company, which had once enjoyed a virtual monopoly in its market, began to lose money as people shifted to less-costly means such as railroad coaches and private automobiles—or stopped traveling altogether. To get them back, Pullman air-conditioned and rebuilt hundreds of its cars and began the process, albeit slowly, of streamlining its fleet with new "lightweight" cars to attract the riders lost.

The railroads and Pullman were indeed having some success at improving their ridership when World War II intervened in 1941. As in the First World War, Pullman and the railroads were swamped with demand. It was estimated, for example, that 125 million passengers including troops traveled 98 billion miles in Pullman cars during the conflict. At war's end, more than 5.5 million veterans would reach home in a Pullman car between November 1945 and June 1946, many in a fleet of 2,400 cars Pullman built quickly during 1943-46 for the purpose of moving troops. The boxcar-like troop sleepers were Spartan in appearance and appointments, but each had a porter who provided the fighting men with standard Pullman service ["Troop Cars," Winter 2001 CLASSIC TRAINS].

Other changes were in the wind. As a result of a 1944 Federal anti-trust decision against the company (a suit triggered by carbuilding competitor Edward G. Budd Manufacturing Co. in 1940), Pullman was ordered to divest itself of either its manufacturing arm or its operating arm. The choice was easy: Pullman kept the lucrative manufacturing business, which would be busy churning out freight and passenger cars for railroads worn down by war traffic.

The operating company was put up for sale and eventually purchased by a consortium of 57 (later 59) railroads. The "new" Pullman operating company retained a fleet of more than 2,800 heavyweight cars and 6 lightweights for pool service. The rest of the cars in Pullman service were sold to the railroads, leased back to the new Pullman

1922
Pullman acquires Haskell & Barker, the nation's largest freight-car builder

1924
Manufacturing department reorganized as Pullman Car & Manufacturing Co. (PC&M)

1925
Brotherhood of Sleeping Car Porters organized, a key advance for African Americans

1927
The Pullman Company, parent of the operating and manufacturing concerns, reorganized as Pullman, Inc.

1927
Chicago, Milwaukee & St. Paul, last big road with its own sleepers, turns them over to Pullman (other latecomers: CofG, 1925; GN, 1922)

operating company, and continued to be operated and maintained by Pullman under contract. Likewise, new cars were owned by the railroads and leased to Pullman. On many cars, the change was signaled by the replacement of PULLMAN on the letterboards with the owning railroad's name.

Air and auto competition

The new Pullman operating company found itself battling both the automobile and a rapidly expanding competitor: the airliner. The inroads of autos and planes, combined with postwar wage and price inflation, proved a deadly combination for the labor-intensive railroad passenger industry. In response, Pullman and the railroads accelerated the pace of modernization begun in the 1930's by introducing thousands of streamlined passenger cars. But Americans, tired of being cooped up by wartime gas and tire rationing and now having disposable income to burn, bought new cars themselves—37 million of them between 1946 and '54.

Then, in 1956, Congress authorized the Interstate highway system, a move that would change the way millions of Americans traveled in the late 1950's and 1960's. Now travelers would have a fast, smooth highway to travel on and a new Howard Johnson's Motor Lodge or Holiday Inn often waiting at the end of their day on the road. Meanwhile, airliners were evolving into bigger, faster, more comfortable conveyances until the revolutionary Boeing 707 jetliner of 1958 dramatically upped the ante.

Pullman realized that it was losing customers once again. Patronage had been declining steadily since 1946, with the exception of the Korean War years of 1951-52. In 1946 Pullman had operated 5,500 cars; a decade later the number had been cut by more than half to just over 2,600 cars. Overall, Pullman ridership had dropped by more than 4 million during 1950-55. More importantly, with one exception (1948), Pullman's average annual operating expenses would exceed its operating revenues as a company every year from 1946 to 1968, when its U.S. operations ended.

John F. Urwiller

Pullman's strong-arm tactics with CB&Q over the *Denver Zephyr*, an attempt to blunt Budd's future sleeping-car sales, led to federal anti-trust charges and the break up of Pullman.

In a poignant 1956 address, Pullman Vice President, Operating, George Bohannon summed up the situation, saying, "All it would take to put us back on the profit side as far as our own accounting is concerned would be one or two more passengers per average car [per] day." Pullman would never get the chance. Seeking to attract more customers, the company had conducted a detailed marketing study in 1953. It found that, even prior to the advent of the Interstate, 70 percent of total intercity travel occurred by auto; bus accounted for 18.1 percent of the trips; rail coach 9.8 percent, the airlines 1.4 percent, and Pullman just 0.7 percent. The devil was in the details. Well before the appearance of reliable, fast jet travel in the U.S., 60 percent of business people, Pullman's prime customers, already preferred the speed of a prop airliner to the reliability and comfort of a Pullman car for business trips. Just

1929
Air-conditioning installed on sleeper *McNair*; by 1936, more than 2,300 Pullmans had a/c; by 1942, nearly all did

1930
Acquires Standard Steel Car Co.; car-building arm renamed Pullman-Standard Car Manufacturing Co.

1933
P-S builds experimental aluminum sleeper-lounge-observation *George M. Pullman*, a step toward the era of lightweight cars

1934
Builds the first streamliner, UP's M10000, followed by *City of Portland* M10001-M10002 with the first lightweight sleepers

1936
Builds articulated *Advance* (sleeper) and *Progress* (obs), then sleeper *Forward*, the pattern for hundreds of lightweight cars

Progress* and *Advance

Pullman-Standard; Krambles-Peterson Archive

A 1950 Pullman-Standard rendering shows the interior of a double-bedroom/lounge/observation car to be built for the Chesapeake & Ohio.

Pullman-Standard

P-S stylists helped make America's postwar streamliners the best trains in the world. Here, an illustrator uses an airbrush to produce artwork of dining-car ware for SP's *Shasta Daylight*.

24 percent of business people rode in Pullmans, while 12 percent preferred the automobile.

The economics of the operation were stacked against Pullman. Where revenues exceeded expenses on a particular Pullman line, the operating railroad kept 75 percent of the profit and Pullman got the remainder. But when expenses exceeded revenues, the railroad was required to make up the deficit to Pullman. This latter fact, coupled with the fact that the railroads owned Pullman, explains why Pullman service shrank so fast when profits dried up in the 1950's and '60's—to avoid payments to Pullman, railroads were eager to discontinue money-losing sleepers.

The problem was particularly acute on Pullman lines serving marginal markets. In 1957, for example, the Lackawanna Railroad, which offered Pullman service to a number of smaller communities in upstate New York, lost nearly $186,000 on these operations.

1936
Budd builds 10 sleepers for CB&Q's *Denver Zephyr*; when Pullman tries to block future orders, Budd complains to Justice Department

1937
Pullman introduces the roomette, most popular accommodation of lightweight era

1940
Justice Department sues Pullman, Inc. under Sherman Anti-Trust Act

1941-45
WWII brings record traffic; government halts civilian passenger-car construction, has Pullman build and operate troop sleepers

1944
Anti-trust suit ends with court order for Pullman, Inc. to shed either its carbuilding or operating arm

Not a single Lackawanna Pullman line of the seven in operation on the railroad that year made a profit.

Losing the numbers game

By the time jets began entering service in 1958-59, challenging even the best trains to the biggest cities, the die was cast. For example, in the new jet era the average flight from Philadelphia to Chicago took a little over two hours. Despite wonderful first-class service, the same trip in a Pullman took 14½ hours. For Pullman's primary customer, the businessman, there was little doubt which way he'd travel—time was money.

Like Pullman, the private railroad passenger industry itself appeared headed for extinction. As embattled carriers continued to terminate trains and Pullman services, the cost of the massive support organization necessary to operate the Pullman fleet was spread out over fewer and fewer remaining car lines. In 1956 the last Pullman parlor car service ended; the remaining parlor services were provided by the railroads themselves. As its sleeping-car demand declined and costs rose, New York Central, one of the country's largest railroads, dropped Pullman sleeper service altogether and operated its own cars to save money beginning in 1958 [see pages 66-71]. It was a downward economic spiral with no way out.

But despite the challenges, Pullman refused to compromise its standards. On those trains where Pullman sleepers still ran, it was possible to enjoy a level of first-class service that far exceeded that available at a motel next to the Interstate or on board a 707. By the late 1960's, the speed of the airplane and the convenience of the highway had defeated the private railroad passenger train. The numbers told the story. In 1945 Pullman operated more than 5,500 cars; by December 31, 1968, when it closed its doors to passengers in the U.S. and Canada, it ran just 425. By mid-1969 Pullman would go out of the business of providing car maintenance in the U.S. and Canada after 102 years of service. Pullman service in Mexico would end in late 1970.

Milwaukee Road

Among P-S's most distinctive postwar creations were six Milwaukee Road "Skytop" sleeper-observations, designed by Brooks Stevens. MILW itself built four similar parlor-obs Skytops.

A lasting legacy

Looking back from the perspective of nearly 40 years of hindsight, it is possible to summarize what was most significant about the Pullman Company. While it has received well-deserved attention for its social impacts on the country, largely for the role of the Pullman porter in the racial equality struggle, Pullman also was significant for its place in the history of American transportation. A symbol of an earlier, more relaxed time, Pullman epitomized the level of transportation quality that can be achieved when a determined group of people put their hearts and minds into a job. It is safe to say that Pullman provided the finest and most reliable travel experience that was (or will be) ever available to the average American for a reasonable fare.

To sum it all up, the history of the Pullman Company marked the best effort of a great American company to offer a transportation service where "First Class" meant so much more than an extra inch of seat width on a five-hour flight to somewhere. ■

Al Langley Jr.

Upholding a century-old tradition of service, a Pullman conductor and porter wait for their guests beside a UP sleeper assigned to SCL train 50 at Augusta, Ga., on April 7, 1968.

1947
Pullman, Inc. sells its operating division to a group of railroads, while P-S churns out postwar streamliners and freight cars

1956
P-S builds its last sleeping cars, for Union Pacific, until Amtrak's 1978 order for Superliner sleepers

1958
NYC ends use of Pullman services, first road to do so in decades; others follow, or contract for partial Pullman service

1968
Ends U.S. passenger operations on December 31; remaining sleeper routes run by railroads until Amtrak

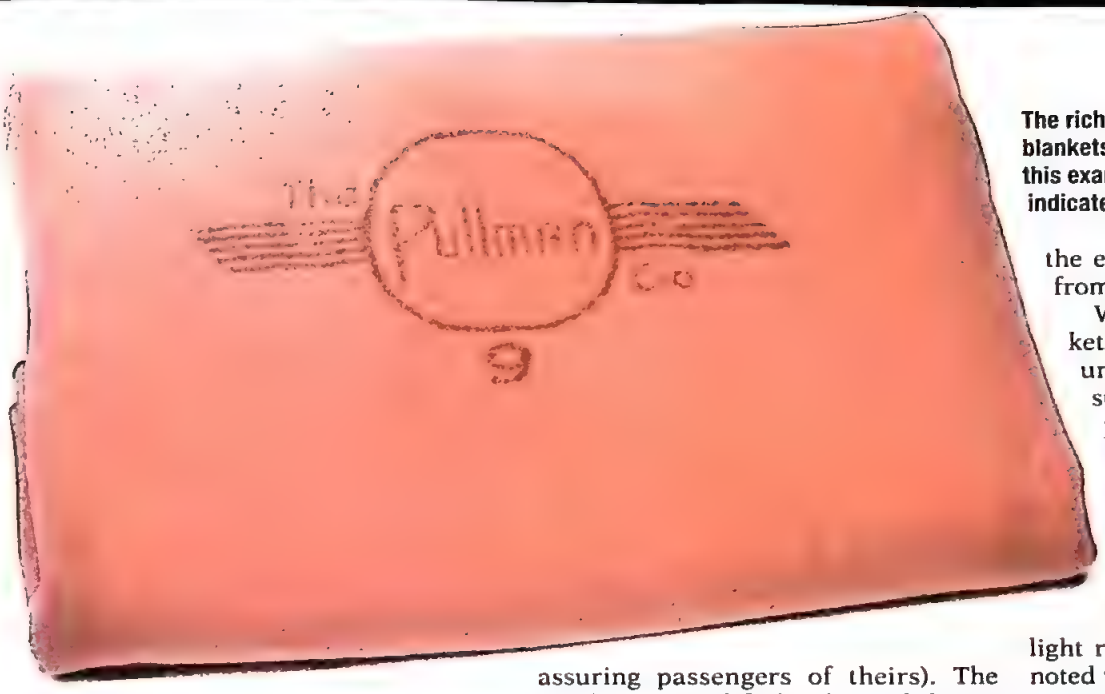
Above, Pennsylvania Railroad; blanket on facing page, J. David Ingles collection

A publicity photo from the late 1940's shows a mother and her daughter snug under their blankets in connecting double bedrooms.

Woolen wonders

Pullman's blankets were emblematic of the company's commitment to service

By Robert Klara



The rich color of Pullman's Cedar-series blankets of the streamlined era is evident in this example. The "9" below the emblem indicates that it was produced in 1944.

Most every great corporation can be embodied by a signature product—an instantly recognizable emblem of its standards and consistency. For Campbell's, it's a red-labeled soup can; for Ivory, the snow-white bar of soap that floats. And for the Pullman Company—bygone hotelier to the rolling millions, dispenser of domestic comforts at 80 mph—that item is the wool berth blanket.

Not the sleeping-car itself? Yes, they are emblematic too, but, think of it this way: While Pullman may have been in the literal business of selling uppers and lowers, compartments and roomettes, what it was really selling was a night's sleep—as good, if not exactly as familiar, as you could have in your own bed. And no item (perhaps with the exception of a teddy bear) whispers "sleep" better than a blanket.

Because this is Pullman, however, we speak of no ordinary blanket. These artful throws were probably the most carefully crafted, handled, and protected articles of bedding in America. And for good reason: The blankets did some of Pullman's most effective advertising simply by virtue of their being luxurious and beautiful. It was no accident that manuals admonished porters to position blankets with the PULLMAN name in plain view of customers.

The history of Pullman has been frequently, and deservedly, told. Yet any mention of blankets invariably falls into the footnotes. That second-class treatment is undeserved for many reasons. The complexity of the blankets' care and use underscores the larger and even more Byzantine workings of the great Pullman system. The blankets confirmed Pullman's good taste (in turn assuring passengers of theirs). The blankets exemplified industrial design at its best—and race relations at their worst. They also, of course, kept millions of passengers warm as they slept. What other relic of the railroading age can boast as much symbolic weight? Indeed, if it's true you can know a man by his work, you can know Pullman by its blankets.

One need only regard the varnished interiors of the Gilded Age sleepers to see that the Pullman experience was not an idea so much as an aggregate. Each and every component of a Pullman sleeper—from the cut-glass chandeliers to the brocade seat cushions—spoke of luxury, and even items as seemingly perfunctory as blankets were, from the very beginning, part of that ethos.

And part of a mystery: While we know that blankets were *de rigueur* in the earliest Pullman sleepers, we know little of their origins. *The Town of Pullman*, a guidebook-like document published at the time of the World's Columbian Exposition in Chicago, boasts that in 1893, Pullman's upholstery shops produced 4,000 pieces of bed linen daily for sleeping-car duty. Yet the book says nothing about whether people in George Pullman's industrial utopia—which included a knitting mill on 106th Street—also made blankets. Retired Chicago railroad executive and historian George Edgar believes that Pullman did—although not for long. "As sleeping cars became more refined," Edgar says, "better grades of blankets and linens were required, and in larger quantities than the Pullman shops could supply." Edgar also posits that, as George Pullman was friendly with Marshall Field, some of the early sleepers ran with blankets from the latter's department store.

Pullman sold sleep, and no item whispers 'sleep' better than a good blanket.

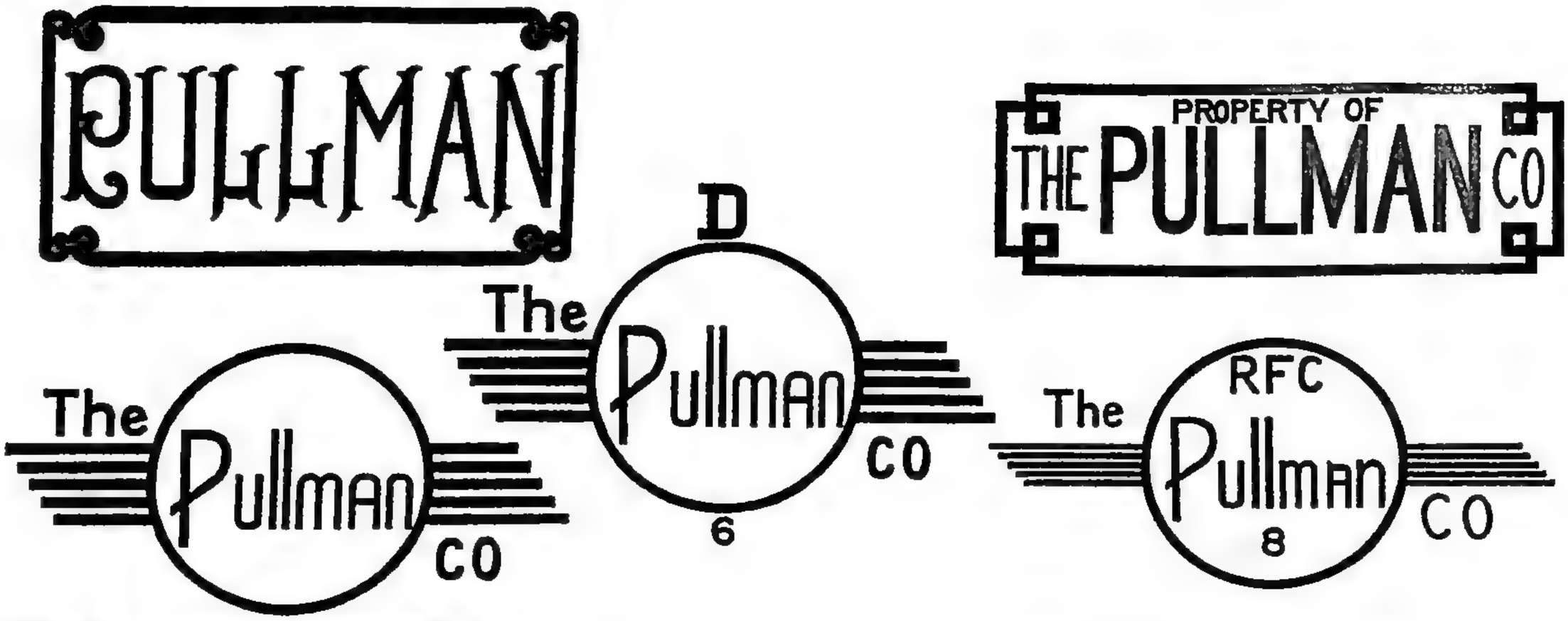
Whatever their lineage, the blankets of the wooden-car era were unquestionably first-rate. A brief summary of blanket types, compiled by Purchases and Stores Manager B. N. Lewis shortly before Pullman's liquidation, relates that the earliest blankets were 100 percent wool and woven thick, featured PULLMAN embroidered in the blanket's center, and ranged in color from light rose to tan to green. Lewis also noted that some were "believed to be of Austrian manufacture." He then falls maddeningly silent.

Fortunately, most head-scratching ends with the heavyweight era. Pullman completed its first all-steel sleeper in 1907—a year that also proved critical for its woolens. From that point forward, the company would procure all blankets via contracts with American mills, and all would be weaving a wholly standardized product.

Unsurprisingly, Pullman officials applied the same militaristic standards to its contractors as the company's founder had to his employees. Woe to the loom owner who failed to heed mandates such as: "Blankets shall be of specified quality, known as firsts, uniformly woven, and free from shoddy, flocks, noils, waste, and other impurities."

The contractors, however, had fiscal incentive aplenty to follow instructions. For instance, a purchase order placed on December 29, 1926, with Springfield Woolen Mills commissioned 3,000 blankets, for which Pullman paid $6.75 each. By March 1927, Pullman was back with another request: 2,000 more blankets, please, and the following summer, the company ordered still another 2,000. These orders appear on three lines of a single purchase card, of which there were hundreds. Pullman continually placed orders with mills everywhere—from Orr Felt Blankets of Piqua, Ohio, to Chatham Blankets, Inc. on West 40th Street in New York City.

The juncture at which Pullman contracted its weaving work is critical for another reason: It was here that the company saw an opportunity to fix its



Pullman's Chocolate-series blankets bore rectangular logos; upper left version was used 1907-27; upper right, 1927-32. The circular emblem debuted with the Cedar series in 1936.

Pullman Company

Just as on a high-class limited, each bunk in a World War II-era troop sleeper was made up with two standard Pullman blankets.

corporate image in the public mind by giving the blankets a consistent and beautiful design that would become a company signature. Standard on all heavyweight cars between 1907 and 1932 was the "Chocolate" blanket, featuring a dark-brown houndstooth pattern on a lighter brown background. A quarter of the way down the blanket's 96-inch length, looms wove PULLMAN in ornate four-inch letters, girdled by an arabesque frame.

Such might be all there is to say about Pullman blanket design, were it not for the presence of a 1¼-inch numeral that stood sentry beneath the Pullman name. Offering no outward explanation for their existence, these numbers are not only much of what make Pullman blankets popular to collect, they are likely the most misunderstood bit of lore in railroadiana. Any search of the auction Web site eBay will turn up an example: "Brown wool blanket with 'Pullman 17'," enthuses the seller. "Blanket was made in 1917." Wrong. A Pullman Chocolate blanket numbered 17 would have been made in 1923.

Pullman began numbering its blankets during the first year of contracted production: All 1907 blankets bore the number "1". Each subsequent year's blankets wore an ascending, corresponding number—1908 blankets had a "2"; 1920 blankets a "14," and so on. The numbers provided a quick idea of how long a particular blanket had been in service. (Not that the system was foolproof—in 1928, one mill bungled its order and wove 850 blankets bearing the number 28 instead of the correct 22.)

Though savvy enough to recognize that quality blankets were a cornerstone of Pullman's marketing—ads showing customers slumbering blissfully beneath blankets became a thematic staple, so effective that the Chesapeake & Ohio expropriated a Pullman blanket for its mascot, Chessie the kitten, to slumber beneath—Pullman officials never seemed to understand that weaving the company's name into the blankets made them more attractive to steal. In 1923 alone, 140,000 pieces of linen vanished from sleepers each month. Then the brass had an idea.

Numbers on blankets referred to—but did not match—their year of manufacture.

Beginning in 1927, mills were told to drop the lone PULLMAN name in favor of PROPERTY OF THE PULLMAN CO. A frame of inverted box corners replaced the more curvaceous outline, although Pullman left its numbering system intact; all 1927 blankets bore the number "21". Perhaps, officials hoped, the reprobative ring of "property" would cause "organized linen thieves" (as one official termed them) to think twice. It did not.

With the dawn of the lightweight era, Pullman struggled with a new anxiety: the traditional Chocolate blanket series might look stodgy aboard new, streamlined cars. Hence in 1936, the "Cedar" series debuted—solid, rose-colored blankets that wore THE PULLMAN CO in mauve, inscribed in a circle slashed through by five stylishly raked lines. What the Cedars lacked in festoonery, they made up for with suggestions of modernity.

The new series also reset Pullman's blanket odometer; Cedars loomed in 1936 bore a "1". The Depression had halted the Chocolates in 1932, year 26 of the series. To confuse matters further, some Cedars carried letters in addition to numbers. Inside or atop the circle one might see a "D" or an "RFC"; the number remained down at the circle's base. A Cedar bearing "D" and "6," for example, signified that the Defense Plant Corporation had paid for the blanket in 1941, while an "RFC 8" would indicate a blanket loomed in 1943 and paid for by the Reconstruction Finance Corporation. Even rarer was the letter "S"; found only on Chocolate-series blankets, it apparently denoted that the blanket was

assigned for use on the relatively small fleet of Pullman-operated private cars.

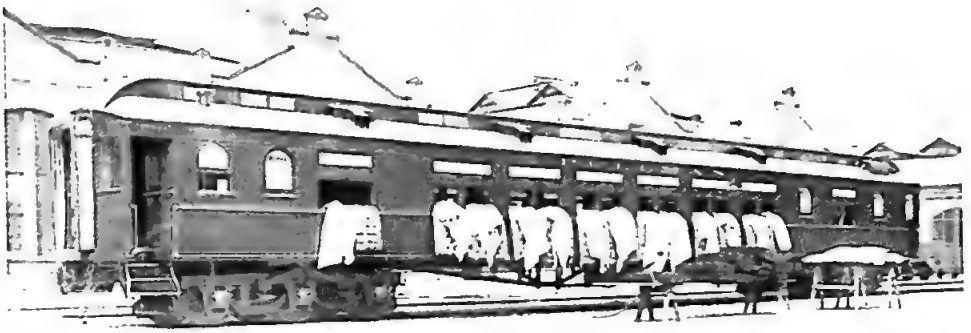
While what fragments remain of Pullman's blanket records speak almost solely of Chocolates and Cedars, there was, in fact, a final variety. When a blanket had grown threadbare and tattered beyond repair, it found its way into a vat of cobalt dye; the hideous, blue-brown result was then tossed to porters. "The blanket that the porter used was forbidden for passengers to use," notes author and historian Arthur Dubin. "And the porter would stretch out [beneath it] on the leather couch in the men's room." Small scraps of worn blankets were issued to porters as shoeshine rags.

It is telling that of the many pristine Pullman blankets that the Smithsonian Institution could have displayed in its transportation exhibit, curators chose a porter's. Blue, frayed, patched like shanty roofs—these particular blankets were proof that, for some Americans, traveling in Pullman "style" meant shining shoes, stooping for tips, and answering to the universally reviled "George."

As Pullman's fleet grew, so too did its cache of blankets. In 1923, the company estimated it owned a staggering 374,000 of them. The procedural complexities required to keep Pullman's sleeper fleet perennially stocked with clean blankets fogs the mind even today—and Pullman did it all without computers, of course.

Clean, paper-wrapped blankets awaited their trains in yard storerooms. A porter preparing his car for a run in, say, 1952, had not only counted his allotted pallet of blankets at the stock room, checked his count against that of the clerk, and filled out Form 93.9150, but had already long before memorized the 31 pages devoted to the proper way of making up berths—including the placement of blankets (two to a bed; one folded atop the sheets and a second rolled and placed at the foot).

Individual stores managers saw to it that the bed sheets were laundered after each run (even before the great influenza epidemic of 1918, linens were routinely pulled up and left to hang outside the car windows for a purportedly disinfecting "sun bath"). Pullman washed its blankets monthly, however, and it was the system's General Storekeeper himself who supervised it, dispatching long lists of cars whose blankets were due for soap to the appropriate districts. Pullman operated its own laundries in major cities like New York and St. Louis; elsewhere, the company contracted with private ones—all instructed to have the suds ready at any hour.



Pullman Company

To fight germs, sleeping-car bedding was given "sun baths," as demonstrated in this August 1908 photo of a wooden 12-section/1-drawing-room car at the Pullman plant in Chicago.

Ordinary laundries had little hope of qualifying for Pullman duty. Those chosen had to own a Hunter Cloth Washer—the only machine in which Pullman permitted its precious blankets to swim. Measuring 9 feet high and 7 feet long, the Hunter swallowed 54 blankets at a time. Using a Singer Chain Stitching Machine and 4-ply Bibb Twine, laundresses sewed blankets together into six chains of nine blankets each, and then fed it all into the roiling suds. Following a spin in the extractor, the blankets dried in the fresh air and took a trip through the pressing machine before being folded, wrapped, and trucked back to the railroad yards.

In 1955, a letter from M. F. Morrissey, Chief Special Agent of Pullman's Special Service Department, went out to Chicago police officials, bemoaning that Pullman was "again experiencing a great number of linen and blanket losses." Morrissey implored cops to look for lifted linens on their regular rounds and even furnished helpful tips: "The missing blankets . . . have found their way into cheap hotels, tourist camps, rooming houses, brothels, and some private homes."

Had Morrissey been writing his letter today, he most surely would have included eBay among the lurking spots. Hindsight tints this otherwise humorous letter with melancholy: a decade and a half after it was typed, the Pullman Company itself, like so many of its iconic blankets, would disappear. Say what you will about the morality of theft (and it is true that many blankets were purchased legally at Pullman's liquidation auction in 1970), it's much of the reason why so many Pullman blankets survived the decades that Pullman itself could not.

It is also why we know one last detail

Robert Klara

This 1912-vintage Chocolate blanket is still serving its original function—not on a sleeping car, but on author Klara's own bed.

about the blankets that would never have turned up in the files: They're heavenly to sleep beneath—pleasingly coarse without being scratchy, sufficiently heavy without being smothering, airy enough for a summer's night yet a faultless guard against any winter chill. This writer happens to know these things because he sleeps beneath his Chocolate standard every night. It's a No. 6—woven the year the *Titanic* sank, L. L. Bean boots debuted in Maine, and Teddy Roosevelt tried to regain the presidency as a Progressive candidate. Its rail mileage is probably in the millions, and it still does its job as well as the day it was made.

If that's not a testament to Pullman excellence, what could be? ■

Courtesy of Swann Galleries, New York

Modernity: The 1930's work of Chicago artist William P. Welsh often depicted beautiful women in elaborate settings.

. . . in Safety and Comfort

Pullman Advertising, 1916-1960: Never highest among company priorities, its glory years were 1934-1951 under George Kelly

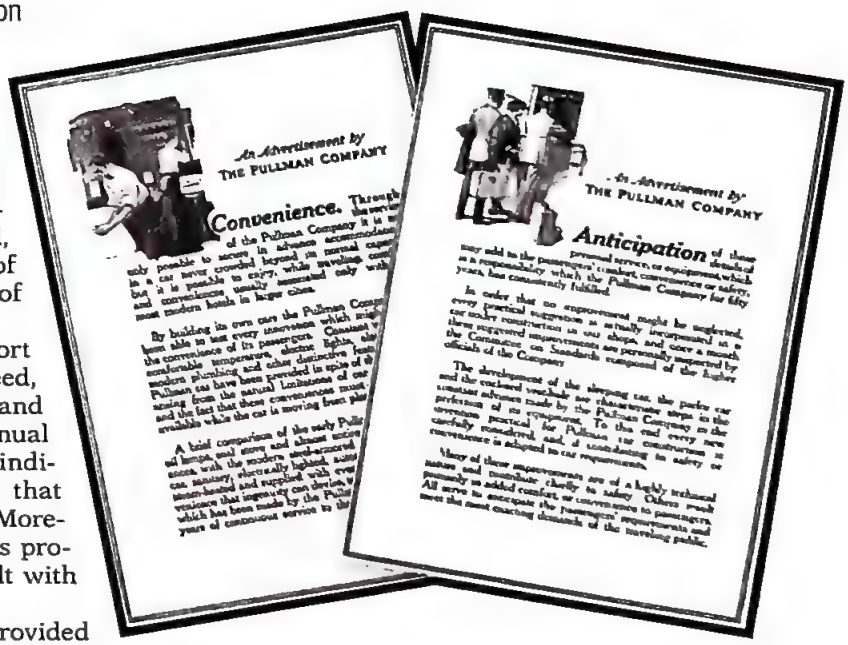
By Michael Zega • Illustrations from the author's collection

From the introduction of the vestibuled sleeping-car train—true hotels on wheels—to the first rumblings of World War I in Europe, the Pullman Company reigned among America's most profitable corporations. Not only did George Pullman invent the luxury express, he also consolidated, greatly improved, and expanded the national network of less-expensive tourist sleepers—the primary means of mobility for the expanding middle class.

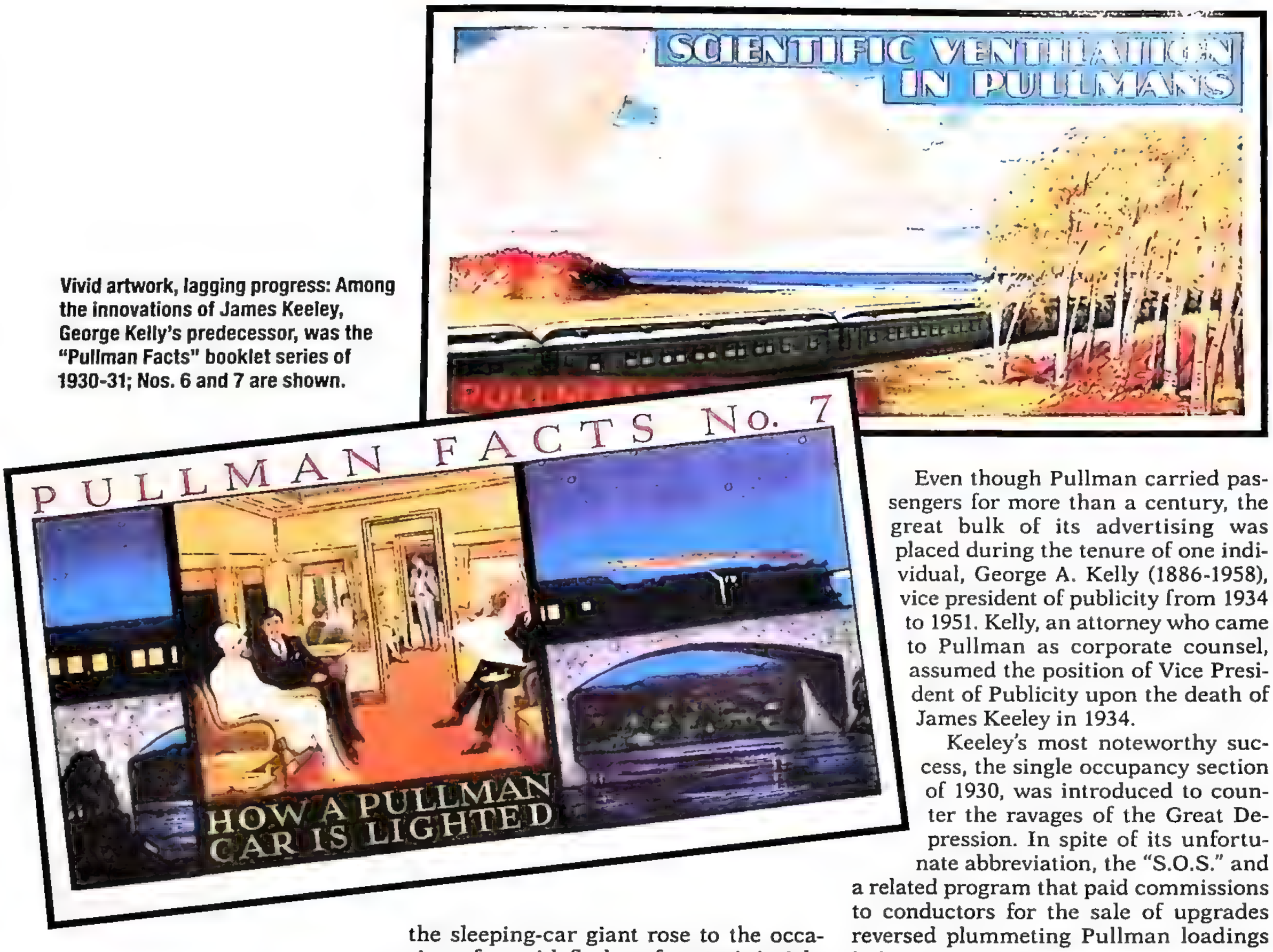
This constant innovation in speed, safety, and comfort and the abundant publicity created thereby left little need, in the minds of Pullman managers, for advertising and promotion. Indeed, the publicity gained from the continual launching and re-equipping of limited trains by the individual railroads arguably exceeded any impression that might be gained through paid advertising by Pullman. Moreover, the thousands of booklets the individual carriers produced to promote their flagship trains invariably dealt with Pullman service at length.

Still, by the 1910's, the standard Pullman car had provided reliable, safe, and comfortable travel for over a generation. Pullman's innovations and their benefits were increasingly taken for granted. If one listened carefully to the frequent traveler, there remained a great deal of room for improvement in sleeping-car design and operation. Tales of the acrobatics required in occupying an upper berth had entered the national lore, while poor ventilation and close quarters prompted increasing concern and speculation. As railroad writer Edward Hungerford reported, scientists' discoveries had just introduced the word "microbe" into public discourse.

It would fall to the independent sleeping-car operators, individual carriers such as the Chicago, Milwaukee & St. Paul and the Great Northern, to draw attention to these shortcomings and bestir the complacent Pullman Company to respond. Once goaded,



Pullman's first, brief ad campaign, in 1916 with headlines such as "Convenience" and "Anticipation," drew from pioneers such as AT&T and NYC.



Vivid artwork, lagging progress: Among the innovations of James Keeley, George Kelly's predecessor, was the "Pullman Facts" booklet series of 1930-31; Nos. 6 and 7 are shown.

the sleeping-car giant rose to the occasion, often with flashes of strategic insight and creative brilliance. Yet—and until the end—the regal Pullman Company regarded advertising and promotion as a necessary evil, rather than a useful tool, to be reserved for times of crisis.

To counter these trends, Pullman introduced its first advertising in 1916, an "institutional," or, in today's terms, "corporate" campaign created by the Chicago advertising firm Husband & Thomas. The advertisements' headlines and themes, "Convenience," "Anticipation," and "Cleanliness," drew heavily from pioneers such as AT&T and New York Central's "For the Public Service" campaign that introduced the improvements of 1913 at New York's Grand Central Terminal.

If not particularly creative, Pullman's initiative was duly noted, and—like all railroad advertising—was withdrawn in 1917 with the onset of federal control of the railroads during World War I. If brief, that campaign set the attributes that would define Pullman promotion for the following 40 years. Continuity was important to the staid Pullman managers.

Even though Pullman carried passengers for more than a century, the great bulk of its advertising was placed during the tenure of one individual, George A. Kelly (1886-1958), vice president of publicity from 1934 to 1951. Kelly, an attorney who came to Pullman as corporate counsel, assumed the position of Vice President of Publicity upon the death of James Keeley in 1934.

Keeley's most noteworthy success, the single occupancy section of 1930, was introduced to counter the ravages of the Great Depression. In spite of its unfortunate abbreviation, the "S.O.S." and a related program that paid commissions to conductors for the sale of upgrades reversed plummeting Pullman loadings in just two years.

Management's aggressive actions, pointed out *The Wall Street Journal*, allowed Pullman to maintain profitability despite the crisis. Keeley also dabbled in advertising, introducing the "Pullman Facts" booklet series of 1930-31, with titles such as "Scientific Ventilation" and "Hidden Mechanisms," which, for all their vivid artwork, only emphasized the company's lagging innovation.

By 1933, as Pullman introduced its streamlined, aluminum sleeper-observation-lounge, the *George M. Pullman*, to the public at Chicago's Century of Progress Exposition, its passenger loadings fell to 13.7 million, just 40 percent of 1926's record high. In response to this core business crisis, George Kelly would focus on visibility and creativity.

A longtime admirer of the European travel poster, Kelly's first move was to hire the advertising firm Charles Daniel Frey Co. with the assignment of fashioning a distinctive style unique to Pullman. Chicago artist William P. Welsh (1890-1984) soon won the task of creating an image of Pullman modernity. Welsh had designed

The Greatest Fleet of Lightweight, Streamlined Chair Cars Owned by a Single Railroad
—THE NEW HAVEN
BUILT BY PULLMAN-STAND
THE WORLD'S LARGEST BUILDERS OF RAILROAD
The Cars
The Grill Cars
Opportunities for fun
You have made Pullman-Standard streamliners gross the highest revenues
PULLMAN-STANDARD CAR MANUFACTURING CO
"Tops" IN STREAMLINERS ARE BUILT BY Pullman-Stan

Typical of carbuilder Pullman-Standard's ads reacting to competitor Budd's innovations of the late '30's was this for the New Haven, featuring contented passengers, the work of Albert Dorne.

The single-occupancy section, introduced to combat falling Depression-era loadings, had an unfortunate abbreviation but was a resounding success in spite of its improvised nature.

the Century of Progress Exhibition poster in 1933, and his work often depicted beautiful women in elaborate settings. For Pullman he did nothing less, winning abundant notice in the advertising community for his outstanding work. Indeed, the collaboration between artist, agency, and client proved so successful that it continued into the post-World War II era.

Kelly next initiated a national advertising campaign. By 1937, *Advertising Age* reported that Pullman ranked 76th among leading magazine advertisers, spending more than any other transportation company (Greyhound followed at 101, while Southern Pacific, the top railroad, ranked 194). In large part, Pullman filled the void left by deep cuts in railroad ad expenditures. Pullman president D. A. Crawford repeatedly used his public voice to point out that the railroad-funded advertising that traditionally reinforced Pullman's franchise had all but vanished, and worse, that which remained sought to fill new all-coach streamliners by targeting lapsed Pullman travelers. Indeed, others of those who could still afford travel were turning to Greyhound and its new Raymond Loewy-designed motor coaches.

Pullman's budget allowed for full-page, typically four-color, insertions in most issues of the nation's leading weekly and monthly magazines, a schedule that would continue through 1952-53, when airline traffic finally surpassed its own. Throughout, Pullman offered a singular dominant theme, depicted early on in 1937's "A Pullman Captain and His Crew," summed up by the iconic image of ever-

Despite wartime traffic once again filling trains, Pullman ads such as this 1943 example with Dorne's illustration, emphasized "responsible, necessary travel" rather than only "war-related."

34 THE SATURDAY EVENING POST
A PULLMAN CAPTAIN AND HIS CREW
Pullman Conductor W. B. Child of one of the country's crack passenger trains. He's had 35 years of service. He's seen at left with his crew—eight porters, barber, and maid. Their average length of service is 22 years.
"captain" won those stripes on his sleeve
liner's wind-swept bridge but up and down
cted aisles of the Pullman car, seeing to the
f thousands of passengers who have traveled
re. He's captain of a crew whose fame is
not in sea-going story books, but in thou-
ppreciative letters received annually from
atrons. If you would know why folks like
y Pullman, part of the answer lies in the
nd thoughtfulness they experience at the
hands of the Pullman conductor and the Pullman crew.
¶ Pullman service—invitingly comfortable beds by night and quiet, spacious, clean lounging quarters by day—is made doubly enjoyable by the trained and competent people who put you at your ease when you travel this way. It's the *safest* travel in the world . . . and economical, too. Anywhere in America, and on various lines in Canada and Mexico. For full information, ask your ticket agent, or write
THE PULLMAN COMPANY, CHICAGO
d Rail — The safe way to go and the sure way to get there
PULLMAN

This 1937 ad featuring a Pullman conductor with a barber, a maid, and eight porters exemplified the company's singular dominant theme of the period.

Iconic images of ever-smiling Pullman porters and dining- and lounge-car waiters and attendants offered the assurance of comfort and service.

smiling Pullman porters offering the assurance of comfort and service.

Of course, it was the upstart competitor Edward G. Budd Manufacturing Co. that had introduced and popularized the fast, all-coach overnighter, primarily through a sophisticated advertising campaign. Pullman reacted by introducing its own, more elaborate, version—"Tops in Streamliners are built by Pullman-Standard"—in 1940, also produced by the Charles, Daniel Frey agency. The campaign led with aces high, spotlighting the *20th Century* and *Broadway* limiteds of 1938; typical was an ad featuring the New Haven's "Greatest Fleet of Lightweight, Streamlined Chair Cars . . ." The ads' real subject—contented, convivial passengers and well-wishers—were delineated by prominent illustrator Albert Dorne.

The onset of war and its attendant troop movements finally filled Pullman's unused capacity. By 1942, Pullman carried 7 million military personnel in addition to regular riders numbering nearly 20 million. Yet even as late as 1943, advertising still encouraged responsible, necessary travel, as exemplified by "Okay, guys—this is it!" also drawn by Albert Dorne. By 1944, advertising strategy had turned to discouraging all but war-related travel while trying to communicate an impression of patriotic corporate citizenship. Ads featured flags and customs of foreign lands, "where our boys serve."

Postwar marketing and advertising strategy reflected both the 1944 U.S. court ruling divorcing Pullman's sleeping-car and manufacturing business-

THE SATURDAY EVENING POST
March 23, 1946
"What a travel bargain you're going to get!"
says W. W. Johnston, Chicago businessman, after traveling to New York in a new kind of sleeping car.
"Wouldn't you like a private room?" the conductor asked. I laughed it off, at first, 'cause luxury like that runs into too much money. Then he told me that a new Duplex-Roomette car was on this train.
"It's yours," explained the Pullman man, "for only 70¢ more than the price of your lower berth!" You can im
counted out that change an
home! And I mean home, bec
A Duplex-Roomette really is a well-kept home-on-wheels, where you can work or relax in privacy and comfort. That counts for a lot when you're traveling! And look what happens when it's time for sleep.
A great big bed comes out of hiding, all ready to s-t-r-e-t-c-h out in. The sheets are fresh, the pillows soft, and you feel so comfortable—so safe—that even a good book can't keep you awake!
That's why I say to myself, as I
lights, Pullman cars does keep ab
other way of going places fast! What
bargain you're going to get in these ne
Roomette cars!
Private rooms at bargain prices! That's what you'll get in new Duplex-Roomette cars. There will be other kinds of new sleeping cars, too—
establishing more firmly than ever the mastery of travel hospitality for which Pullman has been famous for more than 80 years!
Go PULLMAN
THE SAFEST, MOST COMFORTABLE WAY OF GOING PLACES FAST—THE SUREST WAY OF GETTING THERE IN TIME!

Postwar Pullman ads emphasized economy accommodations, sought business travel, and tried to steer families from the auto, but its message got lost in America's prosperity.

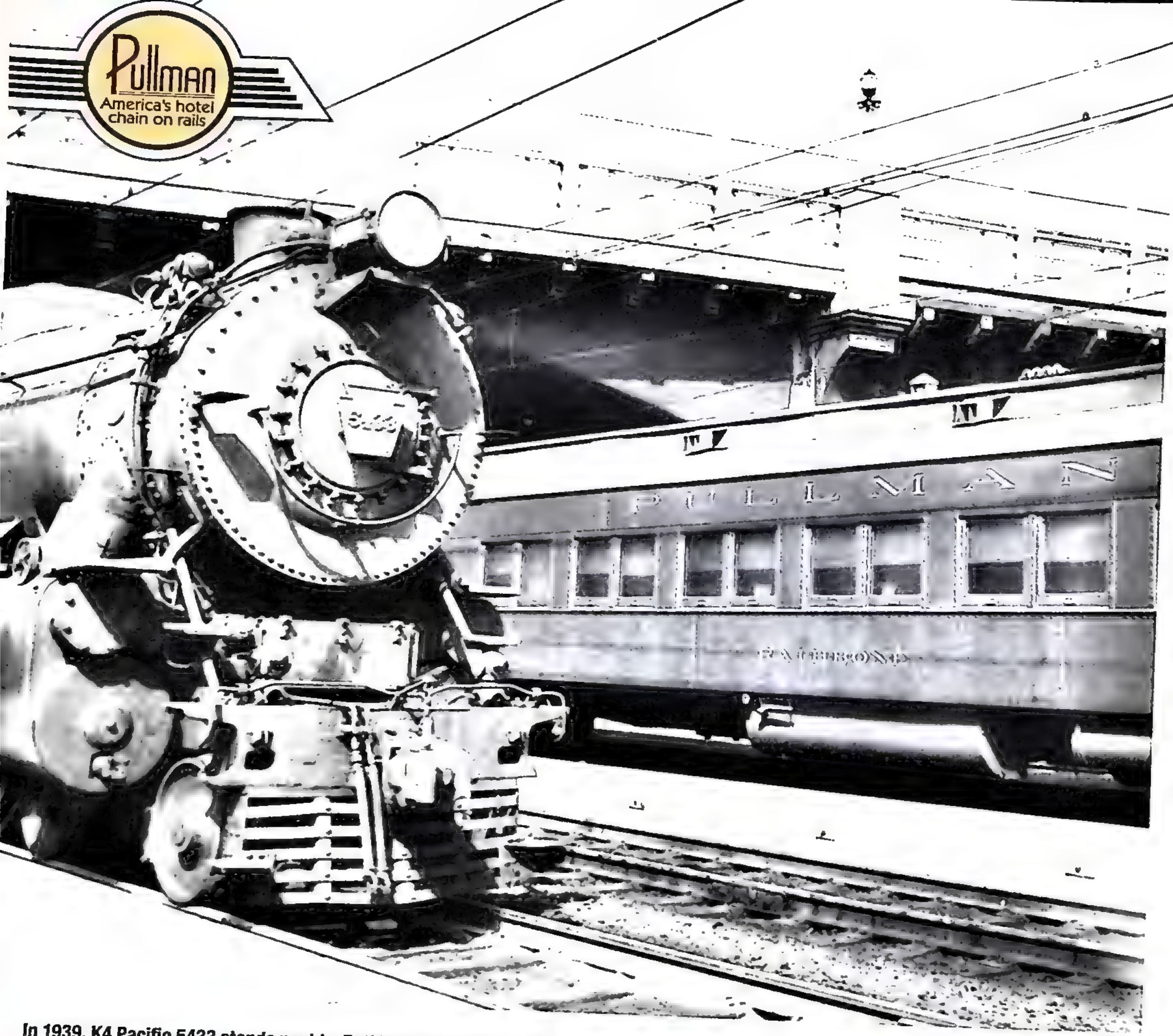
es and the vicissitudes of the growing consumer economy. Looking forward, Pullman-Standard planners stressed economy accommodations, especially the duplex roomette and "three-tier" tourist sleeper, both of which sought to maximize passenger loads. Nevertheless, neither proved popular with customers.

More elaborate schemes, such as 1945's "Club Cinema Car," which provided a 27-seat movie theater in its observation lounge, went unrealized. Finally in 1946, Pullman-Standard advertising settled down to monthly depictions of new train and car fleet deliveries.

The Pullman Company, now an independent, carrier-owned, sleeping-car operating organization, meanwhile maintained its long-standing conservative tradition and public presentation. "Did you ring, sir?" inquired a smiling porter in an ad that ran a few months after V-J Day. "Go Pullman," following ads commanded, amid scenes of contented patrons smiling even in deep sleep.

George Kelly retired in late 1951. In its final decade, Pullman promotion displayed little of the color and bluster of better times. Its black-and-white halftones and workaday text talked of "adding pleasure to vacation" and "comfort to business," but got lost in the flood of postwar prosperity.

Pullman's last full-page magazine ads —exemplified by "Happy Holiday Homecoming"—ran during 1957 and 1958, and closed with a logo that incorporated the figure of a conductor with his cap raised in salute: "You're safe and sure when you travel by Pullman." ■



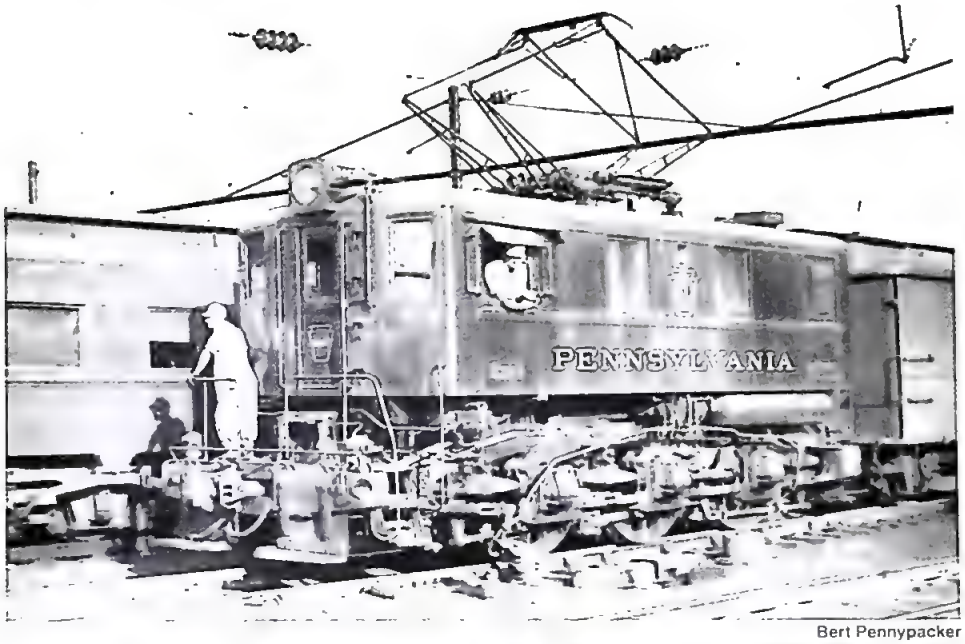
In 1939, K4 Pacific 5433 stands next to *Rathbone*, a Harrisburg-Pittsburgh set-out 12&1 car that will go west on the *Pittsburgh Night Express*.

Al Rung

Two hours at Harrisburg

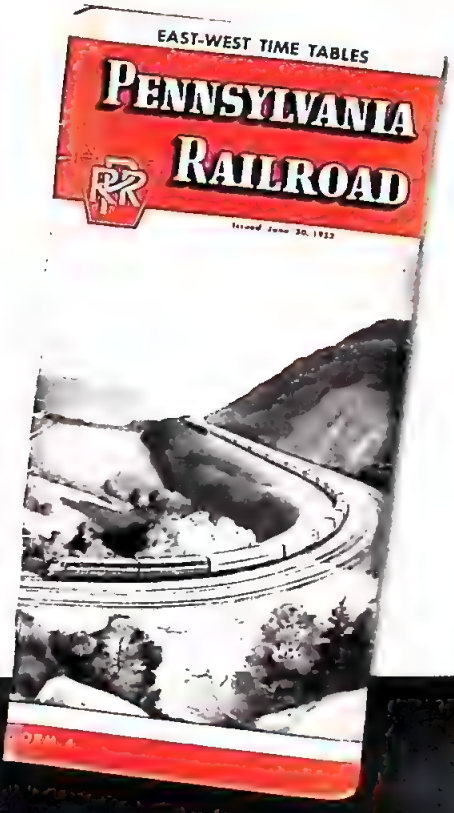
Each evening in 1952, a Pennsylvania Railroad hub bustled with Pullman-switching activity

By H. Marshall Pomroy



Bert Pennypacker

B1 electric No. 5687, a longtime Harrisburg resident, works the west-end depot leads in 1947. Juniata Shops built 50 of the 570 h.p. mites, 36 for PRR, 14 for the Long Island.



Photo, Al Rung; timetable, H. Marshall Pomroy collection

Late on a winter's evening around 1940, a K4 is ready to leave Harrisburg with train 67, the St. Louis-bound *American*. A GG1 electric brought the train in from New York City.

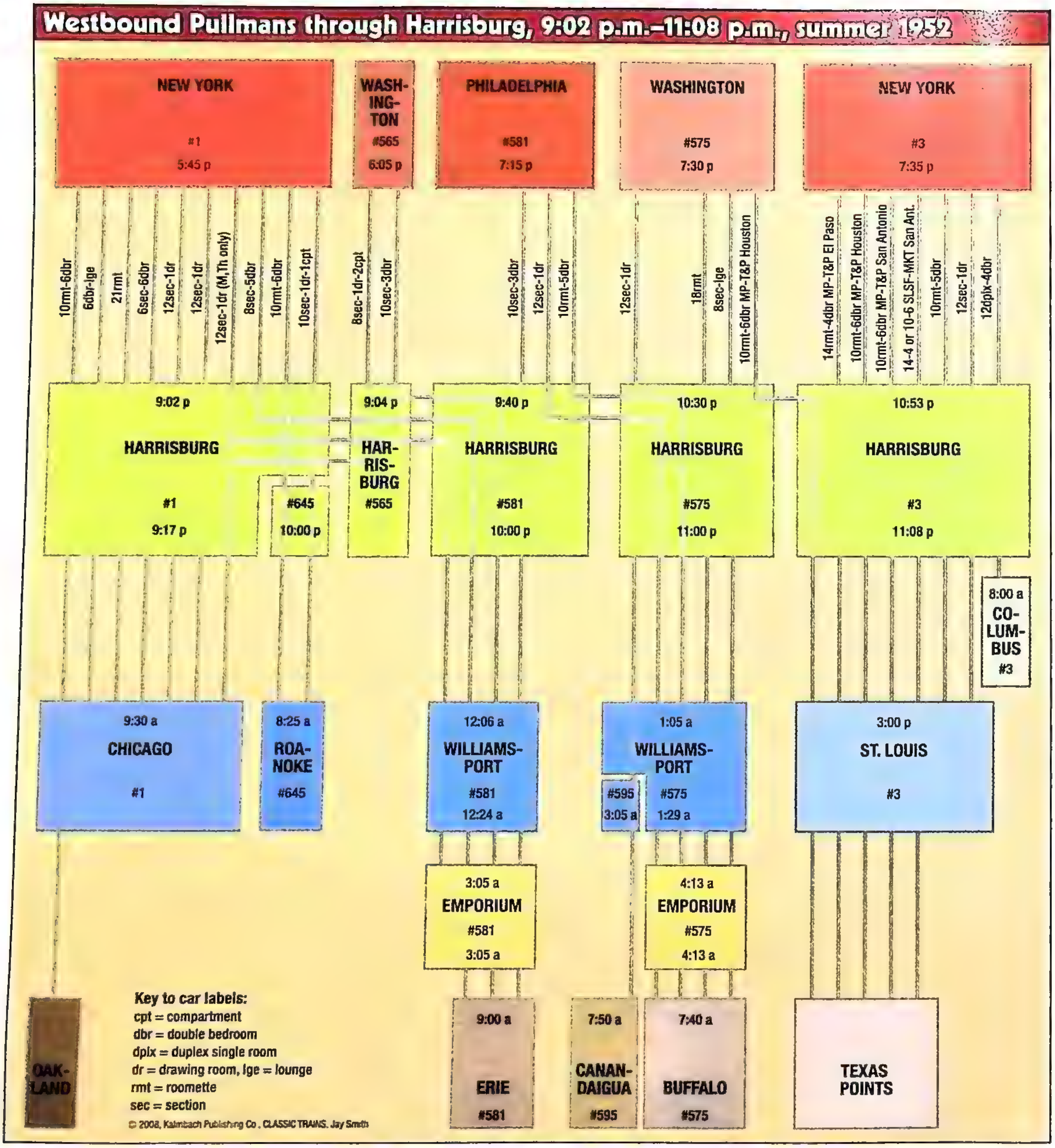
I have often wondered why certain through passenger stations needed so many tracks. One in particular was the Pennsylvania Railroad's at Harrisburg, Pa., which had 10. A through station usually means that a train arrives; loads and unloads passengers, mail, and express; and then departs. Unless many trains arrive at the same time, why so many tracks? After studying a PRR public timetable dated June 30, 1952, as well as the *Official Guide* for that period, I now realize why Harrisburg had so many tracks.

My study involved—as an example of the activity there—westbound Pullman cars through Harrisburg during a 2-hour 6-minute period in the evening. The six trains involved were No. 1, the *Pennsylvania Limited* (New York-Chicago); No. 3, the *Penn Texas* (New York-St. Louis); No. 565 (Washington-Harrisburg); No. 575, the *Dominion Express* (Washington-Buffalo); No. 581, the *Northern Express* (Philadelphia-Erie, Pa.); and No. 645 (Harrisburg-Hagerstown, Md.).

Between 9:02 p.m. and 11:08 p.m. at Harrisburg, 9 Pullman sleepers were switched from one train to another, an average of one every 13 minutes! (In addition, nearly all trains changed locomotives at Harrisburg, west end of PRR's electrified territory.) These cars, a mix of heavy- and lightweights, were at least 80 feet long apiece and needed to be parked someplace until their departing train arrived from someplace else.

The diagram and tables on the following pages help explain it all, but let us look at all this activity chronologically. You will note that the PRR operated an extensive array of Pullman car configurations; all cars with sections are heavyweights, and all with roomettes are lightweights. Let's head down to the platforms:

- **9:02:** No. 1, the *Pennsylvania Limited* for Chicago, arrives from New York with ten Pullmans, six through for Chicago or beyond and four to be switched out for other destinations.
- **9:04:** No. 565 arrives from Washington carrying two heavyweight sleepers, one each for No. 1 and No. 581, the *Northern Express*, due to arrive in 36 minutes; 565 terminates here.
- **9:17:** No. 1 departs with seven sleepers: five New York-Chicago cars, the Washington-Chicago car from No. 565, and one car bound not just to Chicago but ultimately Oakland, Calif., on alternating days via the Overland Route (C&NW-UP-SP) or on the *California Zephyr* (CB&Q-D&RGW-WP).
- **9:40:** No. 581, the Philadelphia-Erie, Pa., *Northern Express*, rolls in with three sleepers, two for Buffalo and one for Erie. The Buffalo cars are cut off and set over to await No. 575, the next train due in.
- **10:00:** No. 645, which originates here, leaves on PRR's former Cumberland Valley line for Roanoke, Va., with two of the Pullmans off No. 1; Norfolk & Western will handle the train beyond Hagerstown, Md. The depot shifter's crew has had 15 minutes to get the cars



off of No. 1 and 43 more minutes to put them on 645, which presumably was made up earlier and is standing in the station. This also means a run-around has occurred during switching, because to reach the former CV line No. 645 leaves from the east end of the station.

• **Also at 10:00,** but heading out in the opposite direction, the *Northern Express* departs for Williamsport, Emporium, and Erie. In its 20-minute stop, No. 581 has gained two Pullmans from New York, set over from No. 1 almost an hour ago: a daily car for Erie and a Monday-and-Thursday-only car that terminates in Emporium, Pa., the small town where PRR's lines to Erie and Buffalo diverge. To summarize, 581 left Philadelphia with three sleepers, and at Harrisburg dropped two of them but picked up three, two from New York and one from Washington.

• **10:30:** No. 575, the *Dominion Express*, arrives from Washington with five Pullmans. Three go through to the train's destination of Buffalo; the fourth goes as far as Williamsport, where it will be set out to go north on No. 595 to Canandaigua, N.Y.; and the fifth is bound for St. Louis in No. 3, the *Penn*

Harrisburg car count

Time	Event	Pullmans in station
9:02	1 arrives	10
9:04	565 arrives	12
9:17	1 departs	5
9:40	581 arrives	8
10:00	645, 581 depart	2
10:30	575 arrives	7
10:53	3 arrives	14
11:00	575 departs	8
11:08	3 departs	0

Sleeping-car routes involved

Origin-destination	No. of cars	Train No(s).	Switched at Harrisburg?
New York-Oakland	1	1	No
New York-Chicago	5	1	No
New York-Emporium	1	1 and 581	Yes
New York-Erie	1	1 and 581	Yes
New York-Roanoke	2	1 and 645	Yes
Washington-Chicago	1	565 and 1	Yes
Washington-Erie	1	565 and 581	Yes
Philadelphia-Erie	1	581	No
Philadelphia-Buffalo	2	581 and 575	Yes
Washington-Canandaigua	1	575 and 595	No
Washington-Buffalo	2	575	No
Washington-Texas	1	575 and 3	Yes
New York-Texas	4	3	No
New York-St. Louis	2	3	No
New York-Columbus	1	3	No

Texas, and ultimately Houston via Missouri Pacific and Texas & Pacific.

• **10:53:** No. 3 arrives from New York bound for St. Louis carrying seven Pullmans. Its name, *Penn Texas*, is descriptive because it has both coaches and four sleepers destined for El Paso, Houston, and San Antonio. MoPac and T&P forward three of the Texas sleepers beyond St. Louis in the *Texas Eagle*, while the Frisco-Katy *Texas Special* handles the fourth. No. 3 also has two Pullmans for St. Louis only, plus a daily-except-Saturday car to Columbus, Ohio.

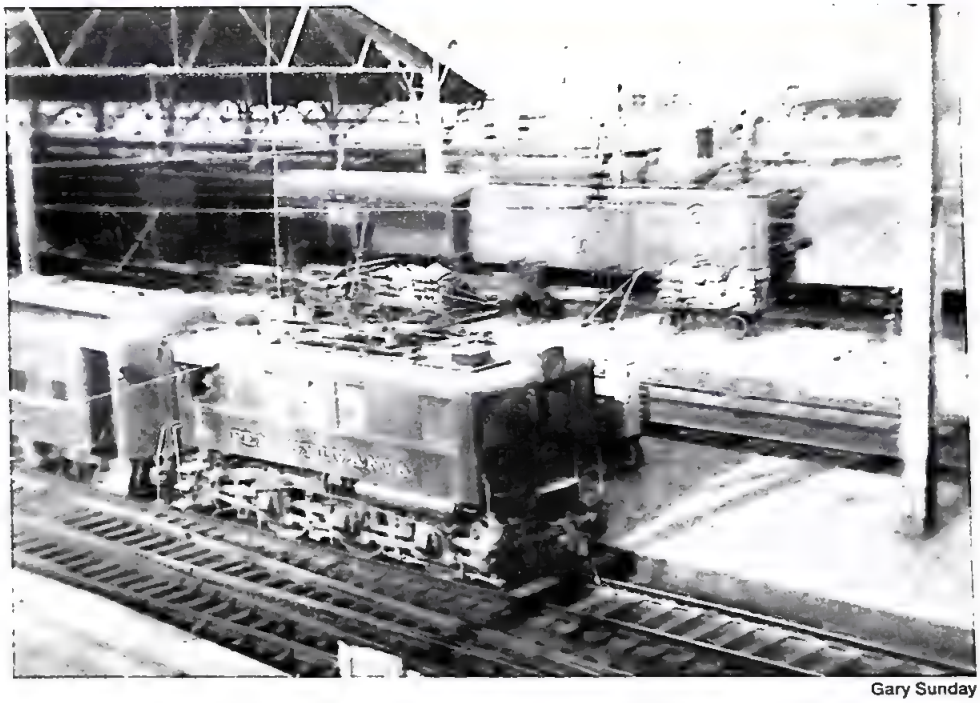
• **11:00:** No. 575, the *Dominion Express*, which has lingered the longest, for 30 minutes, departs for Buffalo with six sleepers, four that it brought in from Washington and two off No. 581 from Philadelphia.

• **11:08:** No. 3 leaves for St. Louis with eight Pullmans, having received a Washington-Texas car from 575 (the employee timetable permitted No. 3 to depart as early as 10:53 if its station work was completed). Ready to head home now?

Remember, these were just the moves involving sleeping cars on westbound trains, and only for two hours! It seems obvious that the cars to be switched would have been placed on the rear of each train so they could be easily removed. None of the trains carried an observation car, which simplified switching. And those sleepers had people in them, so the shifter crews had to make their couplings as gently as possible.

I try to imagine what it must have been like on the ground in the Harrisburg station, on the dimly lit platforms and tracks, as a quiet class B1 electric box-cab shifter eased up to the rear of a train. The carmen would uncouple the knuckles, air hoses, and communication and steam lines. The shifter would then move back with the car or cars to clear a switch, then ease ahead to spot the cars on an adjacent track until the connecting train arrived.

After that train was in, the process would be reversed: fish the cars gently out of one track and have the switchmen couple them up on another, join the air, steam, and communication lines, then signal the conductor that the joint had been made.



Gary Sunday

A B1 shifter jockeys a coach at the east end of PRR's Harrisburg station in March '55. In the background, beyond the head-end cars, a Reading Baldwin diesel switches its owner's depot.

All the while, up at the head end, baggage, mail, and express cars were being switched, loaded, and unloaded. In addition, the sleek GG1 electric motors would uncouple and move away, quickly replaced by diesel or steam locomotives.

These Harrisburg movements seem too complex and difficult to have kept some of the trains to schedule. Moreover, these particular moves were being made after dark. A later PRR timetable shows less of all this transferring of cars from one train to another. No coaches or diners seem to be involved, although a café coach was pulled from No. 575 to return east at 3:40 a.m. on No. 86, the *Philadelphia Night Express*.

The very first known U.S. sleeping car run took place in 1838, between Harrisburg and Chambersburg, Pa. In 1952, during the 2-hour 6-minute period examined here, 26 sleepers passed through Harrisburg bound for points west; for 23 minutes, between 10:30 and 10:53, there were 14 sleepers in the station at once. In 2008, except for the occasional special movement, there are no sleepers in Harrisburg at any time of any day. ■

The Harolds, the Pullmans, and the War years

A boy who loved trains got a bonus when his dad became a Pullman conductor

By Richard E. Harold

Like many small boys in the early 1940's, I was fascinated by trains. My grandparents lived in the small Indiana town of North Vernon, across the street from the Baltimore & Ohio yards. I spent part of every summer wandering among the rows of freight cars with my grandfather as steam switchers went about their business of making up trains.

At night I'd snuggle down in my grandmother's feather bed, listening to the activity in the yards. I'd hear the steam engines moving back and forth, with the *chug-chug-chug* of exhaust, the *clank* of side rods, the gentle *thump* of air pumps, the *screech* of flanged wheels against steel rails. I can still hear those sounds 65 years later.

At home in Indianapolis, I often would lie on my stomach in our front room playing with my Lionel electric trainset. When I grew up, I was going to be a railroad engineer. Sometimes I'd put the track under a chair or behind a sofa, pretending they were mountains. I'd make houses and other buildings out of old shoeboxes or mother's baking pans, and use my toy soldiers and small cars to add realism. I would carefully cut down popsicle sticks to fit between the rails to make grade crossings for my toy trucks to pass over.

Then one day in April 1942, when I was 8 years old, Dad came home and announced that he had accepted a job as conductor with the Pullman Company. For me, this was great news. My dad, my very own father, Norris E. "Ed" Harold Jr., would be riding on fast passenger trains streaking across the land behind huge steam locomotives! He was going to be . . . a railroad man!

Norris E. "Ed" Harold Jr.

Dad's new job, which took him hundreds of miles away from us, meant changes for Mom and me. He didn't come home every night after work as he had done for all my previous young life. Mom took charge of many things Dad had been doing, and I was asked to step in and be the "man of the house." That's what Mom called it when I was assigned to tend our coal-fired furnace and take out the ashes!

The World War II years brought an immense surge of passenger business to the railroads, and locally, Pullman hired

Ed Harold, author Dick Harold's father, wore this cap when he worked as a Pullman Company conductor during World War II.

several new conductors to help handle the increased traffic. The old-time conductors tolerated the new men, who were typically assigned as troop-train conductors, according to Dad, but looked down on them until they proved themselves in service.

When Dad did come home, usually about every two to three weeks, he was tired, wanted a bath, and enjoyed sleeping in a bed that wasn't moving. Still, he found time for Mom and me. I enjoyed the stories he'd tell about his adventures, about the places he'd been, about the trains, about the people.

Sometimes he'd take me downtown to the big union station, and I'd not only get to see the crowds of people waiting to board the trains, I'd also get to see the inside workings of the business. He'd take me up to the Pullman office, or maybe over to the Pennsylvania Railroad office to see our neighbor who worked there. I'd get to go up to the station platforms and watch as the trains arrived and departed. For an 8-year-old, it was an adventure.

Occasionally Dad took me along on a run, where I lived like a king, as Pullman service to the customers had been refined to an art. The Depression, with its lost jobs and soup lines, had given way to wartime prosperity, albeit with shortages and rationing. Even when we had money, often there wasn't anything to buy. For a kid, riding in a Pullman car was like another world of glamour, excitement, and luxury.

I have great memories of the Pullman trains of the early 1940's, especially when I rode with Dad. I remember how beautifully the cars were fitted, how kind the porters were, how smoothly everything seemed to go on those fine hotels on wheels. Of course, I didn't see the behind-the-scenes conflicts, the clashes of personalities, or the prejudices. Still, I think many businesses today could take a lesson from the Pullman Company.

Our journeys began in the grand Indianapolis Union Station, with its rows of church-pew-like seats, phone booths along the walls, ticket counters with long lines of people anxious to reach their destinations, Red Caps pulling luggage carts piled high, magazine stands, barber shops, shoeshine stands, postcard racks, restaurants, and a big blackboard giving schedules and the gate numbers where the trains could be boarded. The gates, actually doors, concealed stairways that disappeared up to the platforms above.

I liked walking along a platform and looking at the undersides of the cars, smelling the special smells of a standing steam-powered, and -heated, train. With the locomotives, there was always a wheeze, a clank, a quiet whistle, a sigh, a little puff of steam. They were alive.

Railway Express carts were being pulled up and down the platform. Well-dressed passengers hustled about, as dark-blue-uniformed conductors stood confidently beside stepboxes while white-jacketed porters helped passengers up the steps and into the cars' vestibules.

Once on board, after the train was under way, I would feel danger as I passed through the vestibules. The cars would bounce from side to side and up and down while I tried to stay balanced as I walked. The heavy doors at the ends of the cars would swing closed with such authority! Those six-wheel Pullman-car trucks made sweet music as they passed over rail joints, but when we rode over a switch, there was a loud clash of steel against steel that brought a chill to my spine.

Occasionally one of the crew would be standing in a vestibule looking out the upper half of a Dutch door. A brakeman's lantern might be on the floor nestled in a corner. High above, the emergency brake cord would be swinging.

Sometimes I would go from car to car investigating the train, looking at the people and exploring—an activity kids do very well.

The lounge car was special, a bit like a coffee shop and bar in a fine hotel, with its comfortable chairs and assortment of newspapers and magazines. The floor was carpeted. The bar glittered with glassware and drink bottles of every color. It was a bright and cheerful place where friends could meet, have a drink, and talk.

Then there was the smoker, with its black overstuffed leather appointments and dark walls, definitely a man's car . . . a dark, scary place where men sat smoking big cigars, talking about business, and looking with a scowl at a kid who didn't belong there.

At the rear of many trains was the observation car, from where I could see the world in all directions through its big windows. It was like a fancy hotel lobby where people came to simply relax. Some chatted quietly, and some would sit

Roy C. Meates

The "sweet music" of six-wheel trucks on rail joints was among the many memorable aspects of author Harold's boyhood Pullman rides with his dad. This example is under a Texas & Pacific car.

alone, reading or just looking out the window.

In the evenings, after the passengers had gone to bed, Dad would take me to the dining car where the crew gathered to talk, tell stories, and drink coffee while filling out their paperwork. I'd always get special treatment, often being served hot chocolate with a marshmallow, or maybe a special pudding or a slice of pie, all served on a soft-linen-covered table with heavy silver cutlery and sparkling glassware. It was as if I were a paying customer; frequently I was even called "Sir."

Dad often worked the Pennsylvania Railroad's St. Louis-New York trains, and he got to know crews on those runs well. This allowed him to take me with him to the big city. He knew when there was a chance of having some open space and made sure I had a compartment or similar accommodation for the trip. He also would put me on a car whose porter he knew well. As a result, I was treated like royalty. Although I had been on trains before, these trips were my introduction to passenger rail travel in true Pullman style and comfort.

The porter, in his freshly pressed white uniform, would tap on the door, open it a bit, and ask if I wanted anything. Sometimes he brought me a soft drink or a comic book to read. For a few days I was pampered, catered to, and made to feel special.

My father liked to tell stories, and he was good at it. He had a good memory all his life and could recall many details of his experiences. Fortunately he made several hours of tape recordings before he died, and now I will share a few of his remembrances with you.

Dad's first run

After his training, Dad's first assignment as a Pullman conductor was on a troop train out of Indianapolis. He was told to be out at the Big Four yard at 4 o'clock in the morning. A five-car train was to be there, bound for Fort Riley, near Manhattan, Kans. They told him, "The porters have been there before and know what to do. You just follow them, and they'll take you around."

Usually troop trains were easy assignments. Once the train started to move, the Pullman conductor would locate the military officer in charge, the Train Commander, to get the "Transportation Request" forms ("TR's"), then fill out his paperwork and sit back and ride. On this trip, they traveled to Fort Riley without incident, unloaded, and then deadheaded back to Kansas City.

With his first trip under his belt, Dad figured his new railroad job was going to be quiet and routine, but as soon as he arrived back in Indianapolis, he needed to go out again. By mid-summer, Dad had survived several trips, running both "regular" and "extra," and was getting the hang of things. Running "regular" meant being assigned to a scheduled train listed in the timetable, while running "extra" meant being assigned to a troop or other special train.

After using Mom's suitcase for several trips—and cutting its sides by sliding it on the floor under the seats—he finally got a regular railroader's grip, khaki-colored and made of a stiff, slick material that was almost indestructible. In addition to having to carry Pullman Company reports and stationery, he had to have clothing for at least two weeks. Usually he'd start out with 13 shirts and a dozen pairs of socks, some handkerchiefs and shorts, shaving supplies, and the like. While he was on the road, he'd send his dirty laundry home for my mother to wash so it would be clean for his next trip.

Poison oak, and no ice for the general

Dad recalled a couple of anecdotes from a summertime trip on which he was running extra, moving the troops of the Texas 32nd National Guard Division out of North Carolina to Boston to ship out overseas. The men were on maneuvers, and each train was to go to a certain location where its group would board. There was no station, no platform, just tracks and weeds.

His train was late, arriving at the boarding point at almost daybreak instead of early the prior evening. The troops had bedded down for the night. They were operating under blackout conditions, and it had been raining.

The train commander was a major and a civil engineer. There was also a headquarters group to board, consisting of a general and several other officers, who would occupy a separate car. When Dad went to get the TR's, he entered the major's drawing room to find him sitting there on the edge of his chair, stark naked. He was red as a beet.

Turns out, they had bedded down for the night in pitch darkness, and the major had just discovered he had poison oak all over him. He was "about to burn up."

During the ride, the major would put on his uniform and inspect the train about two or three times a day, then go back to his room and disrobe. He told Dad not to tell the troops about his predicament.

The train had a PRR business car in the consist for the outfit's general and his staff, and someone on the railroad had mistakenly iced the car. It was not to have ice because the Army would not pay for air-conditioning, but the general had a nice cool car while his men were sweltering in the summer heat.

The men got him back when the train reached Baltimore, where it was turned over to the B&O. The general's car had run out of ice, so he was out on the ground telling everybody he wanted ice on his car. The GI's had worked things out so one of them was passing the general one right after the other. Of course, every time they would pass him, they would salute, and the general would have to return the salute. Dad said the general nearly broke his arm off saluting the GI's. Moreover, the train left Baltimore without ice in the general's car.

Mrs. Norris and the gold pass

Coming into Knoxville, Tenn., one night on the Southern Railway "running regular," Dad encountered a glitch on a car diagram, which showed all space on each car and who was occupying each space, including the number of people. For the car's one drawing room, the diagram showed passengers boarding at Knoxville, but the room was already occupied by one revenue passenger.

Dad said the porter—a veteran on the run—cautioned, "Wait a minute, Cap, what's that name on there?" The name was hard to make out, but it looked like "Norris."

"Oh, my God, you've got Mrs. Norris on tonight," the porter exclaimed. "She's the divorced wife of the president of the railroad. She gets on here every once in a while, and her son comes with her. That woman is a holy terror. You're gonna have to get that man out of that room."

Dad balked, reasoning that the passenger already in the room had a valid ticket for the space, and should stay there. They would find another accommodation for Mrs. Norris. After ascertaining that the porter knew what she looked like, Dad instructed him to point her out immediately once they pulled in, so he could talk to her before she boarded.

Dad spotted her right away, a woman in a tweed suit and skirt but wearing a man's hat. He confirmed her identity with the porter, then caught up with her on the platform. This exchange followed:

"I understand that you're going to be with us tonight to Washington."

In a troop-train scene Ed Harold would recognize, a Pullman conductor receives a travel request from the train commander in a drawing room. Ed became a service inspector, as his business card shows.
Pullman Company

"Why, yes. Yes, I am."

"Well, there are 10 sections open in this car, but I have a regular rider already in your drawing room, and I don't have any other rooms open."

"Oh, well, this is wartime. Do you have a club car? I'll sleep in the club car."

"No, no, that won't be necessary. I've fixed it up with the porter and have a section for you. Incidentally, is your son traveling with you?"

"Why, yes."

Dad said the son was trotting along behind her, and was as old as he was! Mrs. Norris introduced them, and Dad offered her a lower berth and her son the upper. While she was gathering her bags ("enough for five people"), Dad spoke with the porter, telling him which section he was assigning them. The porter grabbed all the bags and took them to the space.

As soon as the train made its late-evening departure, Dad went to get the Norris's tickets, and sure enough, both proffered gold-plated railroad passes, plus Pullman passes good for any space on the train. Dad wrote them up and returned the passes, then ascertained they were ready to retire.

The porter couldn't make those berths down fast enough. Later on, Dad was walking back through the train and caught the porter in the vestibule at the end of his car, just standing there, shaking his head.

"What's the matter, porter?"

"Man, I don't know what you did, but that woman is hell on wheels. I've never seen her as mild as that, even when we had space for her. What did you do?'"

"I just explained the situation to her, that's all."

Returning south from Washington the next afternoon, every porter on his train greeted Dad with, "Yes, sir. Yes, conductor. Yes sir, Cap."

"I was king bee," Dad said. He had no trouble with porters—anywhere—after that.

Wearisome introduction to parlor cars

The Pennsylvania's busy line between New York and Washington was the site of Dad's introduction to parlor cars. His experience supremely illustrates the crowded conditions on trains during the war.

Dad had arrived at New York's Penn Station on a troop train and had gone up to the Pullman office, intent on turning in. He was filthy dirty and hadn't had a bath; his shirt was a mess, with sweat rings under the arms.

When he entered the office, he found only one person, the "platform man," who asked him where he had come from. Dad replied and gave him his car diagrams. The man then asked how much service experience Dad had, which was about four months. The man beckoned him, and led him up and down back stairways and obscure passages, ending up on a platform, where a PRR train was just starting to move.

The platform agent told Dad to get on board, and as soon as he did, the porter, a gray-haired old-timer, shut the door. Dad surmised correctly this was an all-parlor car train, bound for Washington, and it was jammed.

Turns out, Dad was recruited last-minute to fill a vacancy. He went to the rear of the train to begin lifting tickets, finding "a nice young fellow with a bright shiny new uniform just out of the box"—his ticket collector. As they lifted the first ticket, the man confided that it was his first trip. He didn't seem to know what to do.

Dad's four months' experience made him the veteran. "Every time I turned around, I'd get somebody who didn't have a ticket," he said. He didn't know how many passengers he had, all he knew was that the train was full.

The train made many stops, with passengers getting off and on, so Dad couldn't keep track of how many he had. He didn't have a ratebook and so didn't know what to charge people. "It was a mess."

The train reached Washington around midnight, and Dad was still dirty, tired, and in need of a bath. But he could not "turn in" his accounts at the office—he had many cash fares and tickets to reconcile, and no diagrams. The platform agent directed him to three sleeping cars about to leave for New York. "You'll wake up in New York in the morning, and you can turn in up there," the platform man told him.

Which is what he did. "Every upper and every lower was full," Dad said. "It had two smokers with porter's berths, and another one with an old hard bench in it. There was a fellow, a brakeman, I think, traveling deadhead, with a berth in that car assigned.

"Mister," I asked him, "are you that deadhead?"

"Yeah."

"You're supposed to ride in that upper berth, but I haven't been to bed for two days. You mind sitting here while I take your bed?"

"I don't blame you. What the hell, I get off at 4 o'clock in the morning anyhow. You go ahead."

After some sleep in the upper, Dad got off in New York, but instead of going up to the Pullman office and turning in his paperwork and money right away, lest he get sent out again immediately, he went to the cafeteria, secured a table in a quiet corner, and dug in.

"I had everything for the sleeper train," he said, "but I had all the stuff off the parlor car job that needed to be sorted out and recorded. I laid it all out in front of me, made out my diagrams, and wrote up the whole thing and got ready to turn in."

When he got to the office, they wondered where he had been.

"I've been in the cafeteria writing this stuff up. You called me on the spur of the moment, and I never worked a parlor car before in my life. I had a ticket collec-

Besides his dad's conductor cap (pages 42-43), author Dick Harold still has another tool of Ed Harold's temporary wartime trade: a Pullman Company rubber stamp.

Charles M. Allen

Flanked by heavyweight Pullmans and a T1 on the *Jeffersonian*, a PRR K4 departs Indianapolis Union Station with the westbound *Spirit of St. Louis* in October 1946. The Harolds' trips began and ended here.

tor making his first trip. When I got into Washington, the only thing I had was an OK slip which listed the cars, the numbers, and the lines. Then they put me on the three cars back to New York, and I went to bed. When I got in here, I went up to the cafeteria to write it up, and here it is."

Thus ended perhaps the most wearisome trip Dad ever endured.

The drunk conductor

After arriving in Boston on a troop train once, Dad was assigned as the second Pullman conductor on a crack overnight train to New York and Washington. The lead Pullman conductor was an old-timer, a "sour type of guy."

The run didn't start well. "None of the passengers had tickets," Dad said. "They all had transportation requests, but I had to endorse the back of each one with what space was occupied, in what car, on what line, and between where and where, and how much it cost. The conductor had them by the fistful.

"Finally it came time to leave, and the conductor disappeared. I didn't know what was going on. I didn't have any diagrams; I didn't know what was sold, or what was open. I had two or three bedroom cars, so I went down through the train, and I asked the porters where the conductor was."

None seemed to know. "See Phoenix," they said. Phoenix was a porter, but he, too, professed to not know the conductor's whereabouts.

Dad walked the train looking for him, without success, and then, passing through a car with sections, came upon a man passed out in the middle of the aisle. The porter said he didn't know where the man belonged, so Dad rolled him over and looked in his wallet, discovering the man was a vice president of a big railroad, deadheading on his pass. Dad found an open lower berth close by, and he and the porter picked up the passenger and threw him into it.

As daylight approached, the train stopped at Wilmington and Baltimore, each time gaining more passengers, but Dad was in catch-up mode. "I didn't know what the rates were, didn't have any ratebook, and here I was getting these people on without any tickets," he said. "I was cutting cash fares and selling seats in the club car. After we left Baltimore, the porter Phoenix came up to me and said, 'Cap, the [lead] conductor wants to see you.'"

"Where is that son of a bitch?"

Phoenix directed him, so Dad went back and found the conductor, who had been drunk all night long and thrown up all over the room and his uniform.

The conductor told Dad not to get off at Union Station in Washington, as was customary. They would stay on board and ride out to the yard. The conductor would get cleaned up, write up the paperwork, and pay for a taxi to take them back downtown.

"We got him looking fairly respectable," Dad said. "I was exhausted. I'd been up all night long. We went into the office, and the two of us turned in the paperwork. They suspected something, and kind of looked at him, but they didn't say anything.

"Washington had a good railroadmen's 'Y.' All you had to do was go in there and sign up and take a bed. I got in there and was pounding an ear when somebody shook me. I opened one eye, and there was that damn conductor."

"What the hell do you want?" I asked him.

"You're not going to say anything, are you?"

"Hell no, but get out of here, or I will!"

The man left, but it was not the last Dad heard of him.

"I talked to some other conductors from time to time and found out that was his regular procedure," Dad said. "He'd get drunk every damn trip. And the Pullman Company was death on that. How he got away with it, I don't know. About three months later, he was in the conductor's room in Boston getting ready to make his trip, and he had a heart attack and fell over and died."

Dad's Pullman career lasted until late 1944, when he returned to the advertising business. His 2½ years on the trains were in the midst of one of the most demanding and hectic times in passenger railroad history. As the end of the war came into sight, Dad felt that most travelers would return to their automobiles as soon as they were able to do so. His future with the Pullman Company appeared limited. Dad was right about that trend, but he enjoyed his travels and, until his death in 1983, liked to recall his years on the railroads, serving the Pullman Company. ■

Unlikely survivor

Cimarron River, from an obscure fleet of Frisco "14&4" cars, is likely the highest-mileage, least-modified lightweight Pullman still rolling

By J. David Ingles

November 1, 2002, was wet and dreary as two Farmrail Geeps stopped their excursion train at a bridge in rural Major County, Okla. Inside the four-car train the mood was brighter, because a historic occasion was at hand. For the first time in its hundreds of thousands of miles as a privately owned car, *Cimarron River*, a 14-roomette/4-double-bedroom sleeper built for the Frisco by Pullman-Standard in 1948, had crossed its namesake waterway on old Frisco rails. After unloading some camera-toting passengers, the special posed on the bridge for photos.

The excursion was a four-day "rare mileage" trip on the Farmrail/Grainbelt system, which runs a 350-mile network of former Frisco, Santa Fe, and Rock Island lines. Sponsors were the Southern Appalachia Railroad Museum of Oak Ridge, Tenn., whose trips on obscure lines nationwide are orchestrated by member and railroad consultant Bart Jennings, and High Iron Travel Corp., which, led by Clark Johnson and his wife, Nona Hill, operates such trains around the land. This day's leg was a Clinton-Enid, Okla., round trip on Grainbelt. The special had two Farmrail coaches, plus *Cimarron River* and High Iron's private car *Caritas*.

Of lightweight Pullman sleepers active today, the St. Louis-based *Cimarron River* is likely the one with the highest mileage and least modification. It's an improbable candidate, for you'd be hard-pressed to name a more obscure fleet. *Cimarron River* was among 17 "14&4" cars built to Pullman Plan 4153 (bedrooms at the vestibule end) in Lot 6769, for St. Louis-San Francisco, not a high-profile carrier. The first seven, numbered 1450-1456 and named for people, were for the joint Frisco-Katy, St. Louis-San Antonio *Texas Special*. The last 10, Nos. 1457-1466 and named for rivers in Frisco territory, were for SLSF's St. Louis-Oklahoma City *Meteor* and *Kansas City-Florida Special*, on a K.C.-Jacksonville line with Southern Railway. *Cimarron River* was No. 1466.

Tony Marchiando

Owning brothers Andy (left) and Tony Marchiando paused during repair work in April 2005.

Katy had seven identical 14&4's, 1500-1506, from the same order, for the *Texas Special*, which in its heyday offered interline Pullmans linking Texas points with New York and Washington. After the *Special* ceased as a St. Louis train in 1959, Frisco's 14&4's also covered the Fort Smith (Ark.)-St. Louis line, a *Meteor* connection. The smooth-side, carbon-steel cars had stainless-steel fluting above and below a red-painted window panel.

As Frisco cut back its varnish, eight of the *River* cars and three from its *Texas Special* group were withdrawn from lease to Pullman in April 1965 and sold to Canadian National. Frisco kept four to cover its last sleeper line, a short-lived, ICC-mandated service on the K.C.-Birmingham *Southland*, from September 18, 1965, through February 12, 1966. All Frisco passenger service ended December 9, 1967.

Second and third careers

Meantime, *Cimarron River* became CN's *Rainbow Falls*, and a decade later it passed into VIA Rail Canada service, keeping the name. Its third career began in 1983. Brothers Tony and Andy Marchiando, who own the car through their Meteor Rail, Inc., are St. Louisans with a lifelong interest in railroading. Today, Andy is a flight surgeon colonel in the U.S. Air Force,

Tony Marchiando

Back on old home rails, *Cimarron River* was at Newburg, Mo., on June 23, 2001, in an NRHS convention train on BNSF out of St. Louis. Up front was another Frisco vet: 4-8-2 No. 1522.

while Tony, a mechanical engineer with a St. Louis contracting firm, manages the car's operation and rides it when he can. He rode Frisco trains during his days at the University of Missouri at Rolla.

They "got into" private cars in 1977 when Andy was at the University of Illinois in Urbana-Champaign and began working at the nearby Monticello Railroad Museum. Member Brian Higgins, who now often serves as *Cimarron River*'s attendant, got Andy interested in working on passenger cars, and Tony would join them. On an Amtrak *Texas Eagle* ride, Andy met private-car owners Bill Eldridge and Bill Pollard.

"It was a much simpler time then to own a car as a hobbyist," Tony says, "with no head-end-power requirements and no 40-year truck rebuild required. Of course, most of the streamlined cars weren't yet 40 years old at the time."

Car restoration takes time, money, knowledge, and patience. Tony and Andy joined AAPRCO, the American Association of Private Railroad Car Owners, in 1981 to learn more, and decided to explore buying a car. They bid unsuccessfully in an Amtrak auction, so DeWitt Chapple, one of AAPRCO's founders, suggested they contact VIA Rail, which was selling non-stainless-steel cars. After another bid failure, they spotted *Rainbow Falls* on a March 1983 sales list, dickered with owner Canadian National, and made a deal.

The car lacked batteries and linens, which lowered the price. "Before HEP," Tony reminds, "the batteries on a car operated the entire electrical system and were recharged by an axle-driven generator. A set cost thousands of dollars, so we offered $6,500 U.S. for the car, and CN accepted. It had to have brakeshoes converted to composition type [from cast-iron], be inspected, and get diaphragm modifications to match Amfleet. All this cost another $2,800." That work was completed by late 1983, and the brothers rode *Rainbow Falls* from Montreal to Chicago on Amtrak's *Montrealer* and *Cardinal*, via Washington, then down to St. Louis.

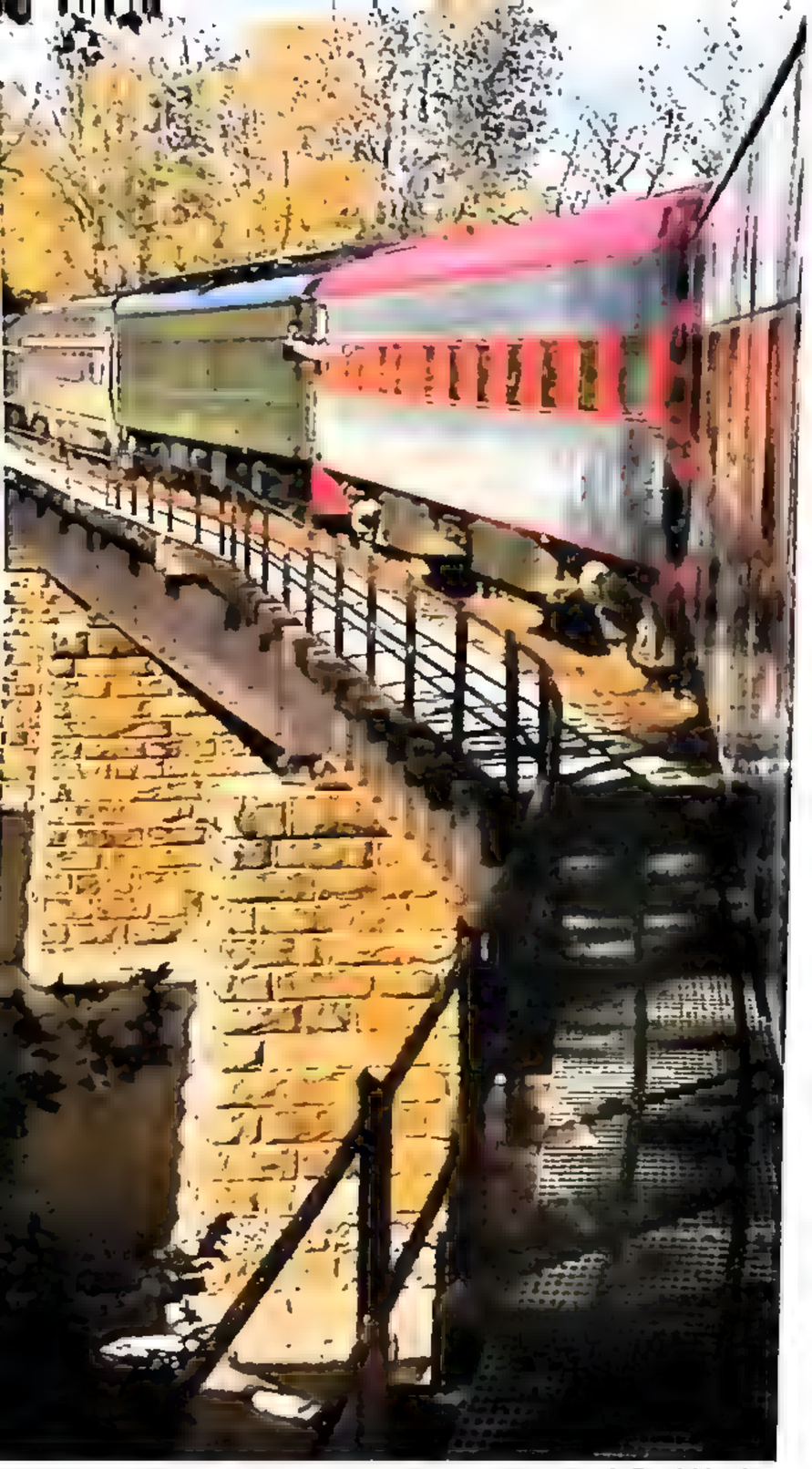
They had the car moved to Vandalia, Ill., where the 3-mile Vandalia Railroad kept other passenger cars, and from early 1983 to spring 1986, they restored it there. "Andy and I repainted it into a silver simulating its stainless-steel fluting [lost in the CN era] with a red window band and lettering," says Tony. "We repaired rust damage and converted the electrical system to HEP. For the lettering, we traced from the Frisco baggage-RPO *Normandy* at the St. Louis Museum of Transport and then made stencils." By June, *Cimarron River* was at St. Louis Refrigerator Car Co. for truck and brake work, and inspection. HEP installation and other finishing touches were done on a siding off SP's Cotton Belt [ex-Rock Island] branch in St. Louis.

"Our first trip with the car painted and lettered *Cimarron River*," Tony says, "was to the AAPRCO convention in Milwaukee in October 1986. There we met Clark Johnson and formed an immediate bond for doing future trips together."

Thus began *Cimarron River*'s wide-ranging travels. The car had made 10 trips by summer 1988 when Museum of Transport's newly restored Frisco 4-8-2 1522 headed north for excursions on Wisconsin Central, with *Cimarron River* as a natural companion as sleeping quarters for 1522's crew. The car subsequently would travel behind other steam engines including two 4-8-4's, Union Pacific 844 and Milwaukee 261. The car has accompanied several Burlington Northern/BNSF employee specials, and counts all Class 1's among its 80 railroads visited.

Minimum modification

What sets *Cimarron River* apart from other restored, active bedroom-



J. David Ingles

Coincidence put *Dover Harbor* and *Cimarron River* together on Bennett Levin's November 2007 "Susquehanna" special to Steamtown from Philadelphia. On November 2, the train crossed the Delaware River on a former Lackawanna bridge into Martins Creek, Pa.

and-roomette cars? Lack of change. Other than the modern necessities of HEP and retention toilets, its only major modification is the conversion of Roomette 2 into a shower room, done in the late 1980's. The original fold-down sink remains, with a retention toilet below.

Retention toilets are costly, difficult to clean and maintain, and have complex piping, so few private cars have more than six. That's *Cimarron River*'s total, with the four in each double bedroom's annex plus one in Roomette 4, installed in 1997 (keeping original fittings) as a second communal toilet for roomette passengers. Virtually all other fixtures in *Cimarron River* are original (sinks, doors, beds) or in-kind replacements (roomette fans, for instance). Some CN/VIA information signs—partially in French—remain on room walls!

Roomette 1 is usually the attendant's, which gives *Cimarron River* a revenue-passenger capacity of 19. Between Bedroom A and the vestibule are two supply closets, and a service bar with a microwave oven and a small refrigerator, so the car can be self-sufficient on the road.

Meteor Rail has run *Cimarron River* on 100 solo charters out of St. Louis on Amtrak trains to the likes of Kansas City, Chicago, New Orleans, and San Antonio. The car has also made family trips, including to the San Francisco Bay Area, where two of Tony and Diane Marchiando's three daughters went to college. "How many kids can say they moved all their stuff to school on a private car?" Tony muses. *Cimarron River* has been on a dozen AAPRCO specials and on almost 40 High Iron Travel Corp. sojourns. In a private-car world where single rooms aren't plentiful, *Cimarron River*'s roomettes have well-served High Iron's customer base.

A small world, for sure

It is indeed a small world. Proof? When *Cimarron River* is on High Iron trips, its companion, *Caritas* ("CARE-ih-tahss," Latin for charity), is an ex-Frisco sibling! It's a 1984 rebuild of VIA's *Churchill Falls*, originally *Pierre Laclede*, which SLSF also sold to CN in 1965. In its makeover from a 14&4, *Caritas* kept its four double bedrooms, while the roomettes were replaced by a master bedroom and shower, a kitchen, an eight-person dining area, and a 10-seat lounge ahead of its new open rear platform.

My experiences with *Cimarron River* go back almost to its "second beginning." "Cimmy," as the car is affectionately known by regulars, was on High Iron's "Explorers I" trip in Canada, although my father and I had a bedroom in ex-Milwaukee sleeper *Minnesota River*. The train reached *Cimarron River*'s northernmost point, Hay River, Northwest Territories, on the landmark 6,800-mile outing.

My first Cimmy ride was in April 1988, with friend Otto Dobnick, a Soo Line/Wisconsin Central historian and author, on the first of a dozen High Iron specials over WC in the Ed Burkhardt era. We went from the Chicago suburb of Franklin Park to Superior and Ashland, Wis., and back. Andy Marchiando's girlfriend Barb, now his wife of 16 years, was the car attendant.

Including those treks, I've logged 38,000-plus miles on 36 trips with *Cimarron River* in the consist, through 35 states and 6 provinces (plus N.W.T.) as far east as Quebec, west to British Columbia and California, and south to Texas and Louisiana. The car itself has been in 47 states (missing Rhode Island) and to the north and south extremities of the contiguous North American rail network, from Hay River to a National of Mexico connection just inside Guatemala, the latter on a 5,000-mile adventure in 1991.

The car has missed only portions of two seasons, in 1993 and 2005, for Amtrak-mandated repair work (a 40-year rebuild, then a 200,000-mile or 10-year followup—both focusing on the trucks). In 2005, Tony, Andy, Brian, and others repainted the car and worked on the vestibule and flooring, while Illinois Transit Assembly did the truck work and installed a new 26C brake system.

Tony says his most frequently asked question is, "Where do you keep the car?" Currently when between trips, it lives in a Granite City, Ill., industrial park, an old Army base that offers a secure environment.

Through 2007, *Cimarron River* under Meteor Rail had logged more than 365,000 miles, which might make it second to *Caritas* for a North American private car in the past two decades. As a train traveler who's been privileged to ride more than 10 percent of those miles, I can recommend it if you want to relive the days of "real Pullman travel." This means zipping shut a blue-cloth aisle curtain, stepping back and pulling down your crisply made-up roomette bed, locking it to horizontal and piling in, sliding the door shut, raising the window shade, and then propping yourself up on one elbow while you gaze out the big window as you roll through the night. ■

J. David Ingles

Want to ride?

Both *Cimarron River* and *Dover Harbor* are available for charter. For *Cimarron River*, e-mail Tony Marchiando at cimriver@aol.com, or go to www.cimriver.com. For *Dover Harbor*, contact Washington Chapter NRHS, c/o Mike Martin, 503 Mayfield Ave., West Chester, PA 19380, or charter@doverharbor.com, or go to www.doverharbor.com. Many AAPRCO members have cars available; go to www.aaprco.com.

Alex Mayes

Three sleeper generations: *Dover Harbor*, *Cimarron River*, and Amtrak Viewliner *Evening View* lay overnight at Olean, N.Y., on November 4, 2007.

No tale under the "Classics Today" banner regarding Pullmans running in the 21st century would be complete without a nod to the *Dover Harbor*, a 6-double bedroom/buffet-lounge and the only unmodified heavyweight Pullman revenue car operating in unrestricted service on American main lines. The car is owned by the Washington (D.C.) Chapter of the National Railway Historical Society, which has restored it to its 1930's appearance. Stabled in the capital, *Dover Harbor* is "Amtrak compatible," meaning it meets all current mechanical and safety requirements, allowing it to run in Amtrak trains. It appears frequently on trips to NRHS conventions and on other special trains in the Northeast, and has covered the country.

Built in July 1923, in Pullman Lot 4698 to Plan 2951, as baggage-library car *Maple Shade*, the 80-ton, 81-foot car had 4 sections, a 12-seat lounge, a barber shop, and a 28-foot baggage section. Painted in Pennsy's Tuscan red, it ran for 11 years up front on the *Broadway Limited* and *Spirit of St. Louis*.

In March 1934, Pullman rebuilt it to the current bedroom-lounge configuration and renamed it *Dover Harbor*, one of nine in the series. Each received a new amenity—air-conditioning. All were repainted in the standard Pullman green with gold lettering that *Dover Harbor* wears today. (Amazingly, seven of the nine *Dovers* survive. The others are *Dover Bay*, at Circus World Museum in Baraboo, Wis.; *Dover Cliffs*, in private hands in New Jersey; *Dover Fort*, at Hocking Valley Scenic in Nelsonville, Ohio; *Dover Patrol*, at California State Railroad Museum in Jamestown; *Dover Plains*, in private hands at Wells, Mich.; and *Dover Strait*, at Illinois Railway Museum in Union.)

As *Dover Harbor*, it first was assigned to New York Central's Michigan Central but saw service all over the NYC system, on the *Lake Shore Limited* and *Commodore Vanderbilt*, and later, the *Cleveland Limited* and *Knickerbocker*. Pullman owned and operated the car until NYC acquired it in the 1948 divestiture. *Dover Harbor* was repainted into NYC two-tone gray in 1953.

Dover Harbor and *Dover Cliffs* were assigned to the *Montrealer-Washingtonian* trains linking their namesake cities in spring 1954, but soon were replaced by lightweight bedroom-lounges *Pine Tree State* and *Nutmeg State* (*Pine Tree State* also survives and has been well-traveled as a privately owned car). *Dover Harbor* was repainted in Pullman's two-tone gray pool-service scheme in early 1958, then conveyed back to Pullman ownership that April. It remained as a *Montrealer* backup until being placed in storage October 18, 1965, at Calumet Shops in Chicago. In April 1967 Pullman sold the car to a private individual, and after a series of four private owners, Washington Chapter NRHS bought it on November 30, 1979.

The chapter is well into the process of completely restoring the car. The interior appears much as it did in the 1930's, complete with period carpet and furnishings. Much of the furniture, wood, and brass work is refinished. During the restoration, the car has gained high-speed, roller-bearing trucks, new controlled-slack couplers, retention toilets, a self-contained diesel generator, and an all-new electrical system.

Dover Harbor has operated in each year since 1982, the first four mostly on Norfolk Southern steam specials (behind NKP 765 and N&W 611 and 1218). It became Amtrak-certified on May 21, 1986, and has traveled Amtrak at least once a year since. Under chapter ownership, the car has logged well over 175,000 miles on diesel and steam excursions (also behind Frisco 1522, Santa Fe 3751, and three tourist-line engines), railroad office-car specials, political campaign trains, and private charters. It has visited all but 4 of the contiguous 48 states (missing Maine, Michigan, Oklahoma, and South

Karl Zimmermann

An International Railway Travelers group relaxes in the *Dover Harbor*

Steel cars, soft berths

Pullman delivered its services via myriad car types and accommodations

By Joe Welsh and Robert S. McGonigal

W. B. Cox; Krambles-Peterson Archive

Sturdy, Pullman green *Charles E. Perkins*, an 8-section/1-drawing-room/2-compartment car built by Pullman in 1930 and acquired by ACL in 1948, is characteristic of thousands of heavyweight sleepers. The 12-wheeled stalwart stands at Orlando in March 1952.

Owen Leander; Krambles-Peterson Archive

Representing the new order of the lightweight era is 6-double-bedroom/5-compartment *Silver Quail*, pictured at Chicago on April 30, 1971. Burlington Route bought the all-room, stainless-steel car from the Budd Co. in 1952 for Pullman service on the *California Zephyr*.

Pullman provided its services in an enormous fleet of cars, which, in its heyday, could be found in almost every nook and cranny of the United States as well as selected points in Mexico and Canada. The movements of a car were largely dependent on its type. Some specialty cars like observations rarely, if ever, ventured from the train to which they were assigned, while others, which had floor plans more attuned to serve the shifting demands of Pullman service, could be found almost anywhere.

At perhaps the height of its variety in the late 1930's, Pullman's fleet contained a wide selection of car types. These ran the gamut from older heavyweights to brand-new streamlined lightweights. Included in the mix were a host of recently rebuilt heavyweights with updated floor plans and accommodations better suited to a changing market.

Sleeping cars comprised the overwhelming majority of Pullman's service. In 1930, when its fleet peaked at 9,801 cars, the company owned 8,263 sleepers, nearly half of which were 12-section/1-drawing-room cars. The basic Pullman accommodation for decades, the section contained two seats facing each other but sold separately. By day, sometimes two perfect strangers could hardly avoid eye contact. In the evening, the same space was converted into a lower berth and an upper berth. The upper-berth passenger, who paid less, rode facing backward during the day and had to dress and undress in a coffin-like space several feet above the floor.

Passenger dissatisfaction with sections (particularly uppers), coupled

Burlington Route

Although its emblem has been air-brushed off the roomette blanket in this CB&Q publicity photo, Pullman's commitment to comfort is evident.

with the sharp drop in first-class ridership during the Depression, forced Pullman to improvise and change. The company's short-term solutions included the single-occupancy section (selling a whole section to one passenger for a fare slightly above that for a lower berth only). But it also focused on more innovative answers like the duplex single room (rooms partially overlapping each other to save floor space, a concept that enjoyed great popularity in the postwar years) and its most successful prewar innovation, the roomette.

The larger rooms for two (compartments) and three (drawing rooms), which had proliferated in the roaring 1920's, survived in large numbers during the depressed 1930's and were retained in new car designs. But as the economy spiraled downward such expensive rooms became harder to sell.

One accommodation that debuted in 1930, the double bedroom, would prove increasingly successful, especially postwar. Originally an outgrowth of the single-bedroom cars introduced in 1927, the double bedroom would prove nearly the ideal accommodation for two passengers. As Pullman rebuilt older cars, it often added double bedrooms to them; as it built new streamlined equipment, double bedrooms were incorporated into configurations such as all-bedroom cars, roomette-and-bedroom cars, and bedroom-lounge cars. The shift from sections to rooms coincided with a revolution in car-construction technology that saw heavyweight cars replaced by lightweights.

The last new sleeping car type to enter Pullman service, in 1956, was the Slumbercoach (or Siesta Coach, as its designer, the Budd Co., called it). It featured 24 "duplexed" single rooms and 8 double rooms at prices not much more than coach fares. Only 18 were built new, while New York Central rebuilt 10 similar cars from older sleepers.

Not just sleepers

Parlor cars offering first-class, daytime accommodations in either plush, rotating seats in a common area or in private rooms were a small percentage of Pullman's fleet. Parlor-car numbers peaked at 1,186 in 1930, but the parlor's popularity waned during the Depression and by 1947 there were only 231 in Pullman service. The most intensive parlor-car corridors were Boston-New York, New York-Washington, Chicago-St. Louis, and Chicago-Twin Cities. Pullman parlor service lasted until 1956 when the last users, Pennsylvania, New Haven, and Wabash, took their operations in-house.

Pullman began providing dining service on the railroads' top trains in 1868, but by the 1920's the practice had all but vanished in favor of railroad-operated dining cars. Nevertheless, for a time Pullman maintained a small roster of diners to assist railroads afflicted with heavy seasonal traffic (Atlantic Coast Line, for example, used Pullman or other off-line diners during the Florida winter travel rush). In 1930 the Pullman roster included 18 full diners.

A resurrection of Pullman dining service occurred in the 1930's. When plummeting patronage caused some railroads to conclude that full diners were no longer cost-effective on certain trains, Pullman stepped in to provide a less labor-intensive restaurant service in cars containing a mix of either sections and a restaurant or parlor seats and a restaurant. Between 1932 and '39, Pullman rebuilt approximately 79 cars to provide such service. These supplemented dozens of other cars built new in 1929-30 that provided either restaurant or buffet service in addition to sleeping or parlor facilities.

Prior to the turn of the century, Pullman maintained a robust variety of private car types for charter by individuals or other parties. By the late 1920's, the majority of Pullman's 24 private cars available for lease were configured like railroad office cars with sleeping, dining, and lounge facilities as well as an open platform. The *Ferdinand Magellan*, rebuilt for presidential use in 1942, was of this type. By 1944, the Pullman private car fleet was down to just 2 cars.

On the following pages are presented 9 common types of Pullman accommodations and 11 representative or noteworthy sleeping-car configurations.

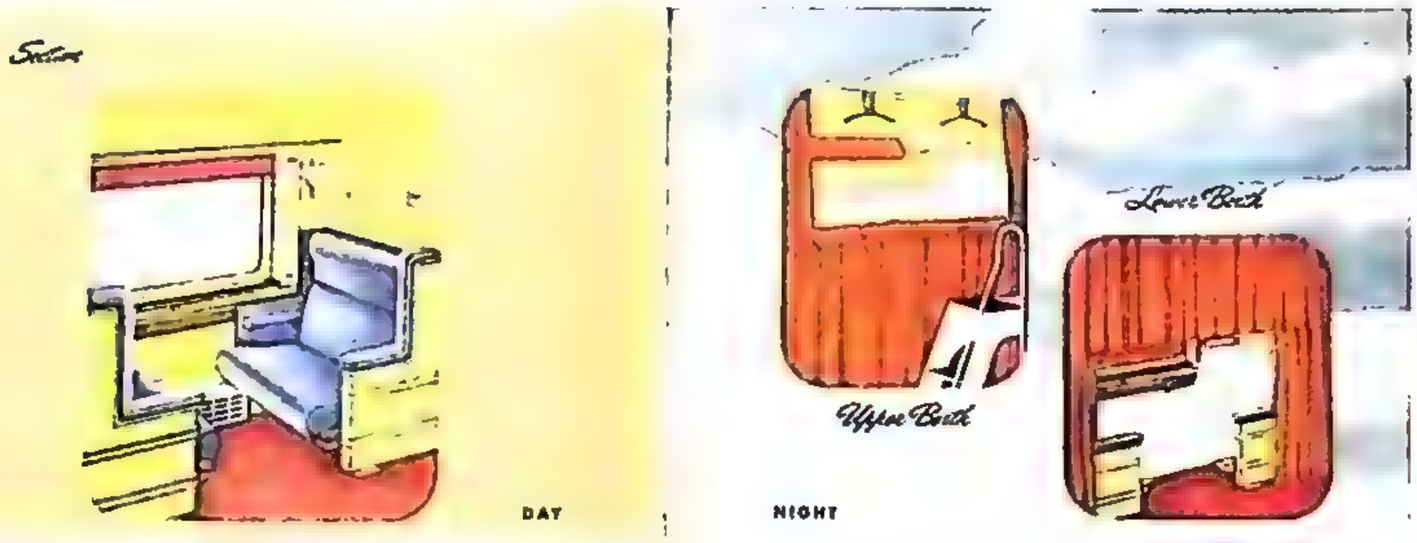
Accommodations: From section to drawing room

Shown below are nine of the most common accommodations offered by Pullman in the postwar era. The artwork is from the booklet *Pullman on Dress Parade*, published by the company in 1948. By this time most travelers had come to prefer enclosed rooms, and the heyday of the section was over, although Pullman still had many thousands of them in use on heavy- and lightweight cars. Four classic-era accommodations are not shown. The short-lived single bedroom and chambrette each had a crosswise bed. The master room was found on a handful of cars on premier trains; bigger than a drawing room, it had two berths, four armchairs, and a full bath with shower. The Slumbercoach double room, developed by Budd in 1956, resembled a roomette with an upper berth.

More on our Web site: View the entire 40-page *Pullman on Dress Parade* booklet at www.ClassicTrainsMag.com

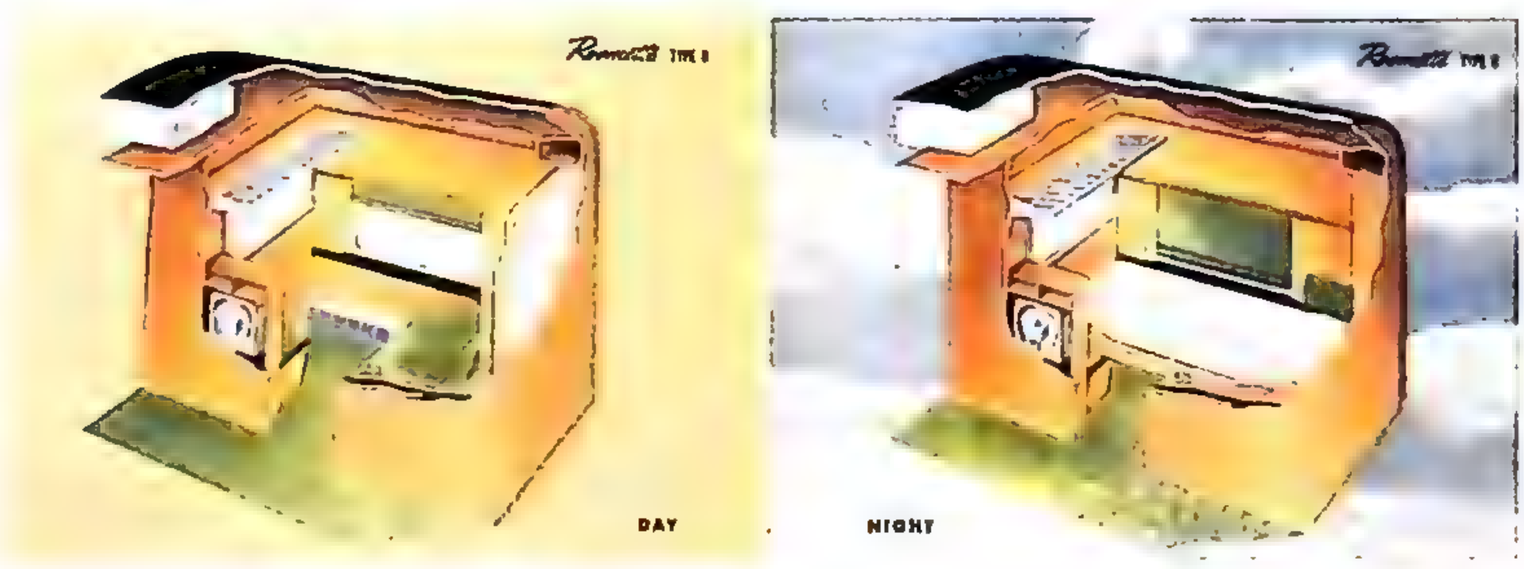
Section
1 person each seat/berth

The section had two facing seats that could be folded down to form a lower berth, and an upper berth that folded down from above. Partitions or walls separated sections from each other; at night, heavy curtains separated them from the aisle. It was the least expensive and by far the most common accommodation for individual travelers in the wood and heavyweight eras. Rooms became more popular, but lightweights with sections were built well into the 1950's.



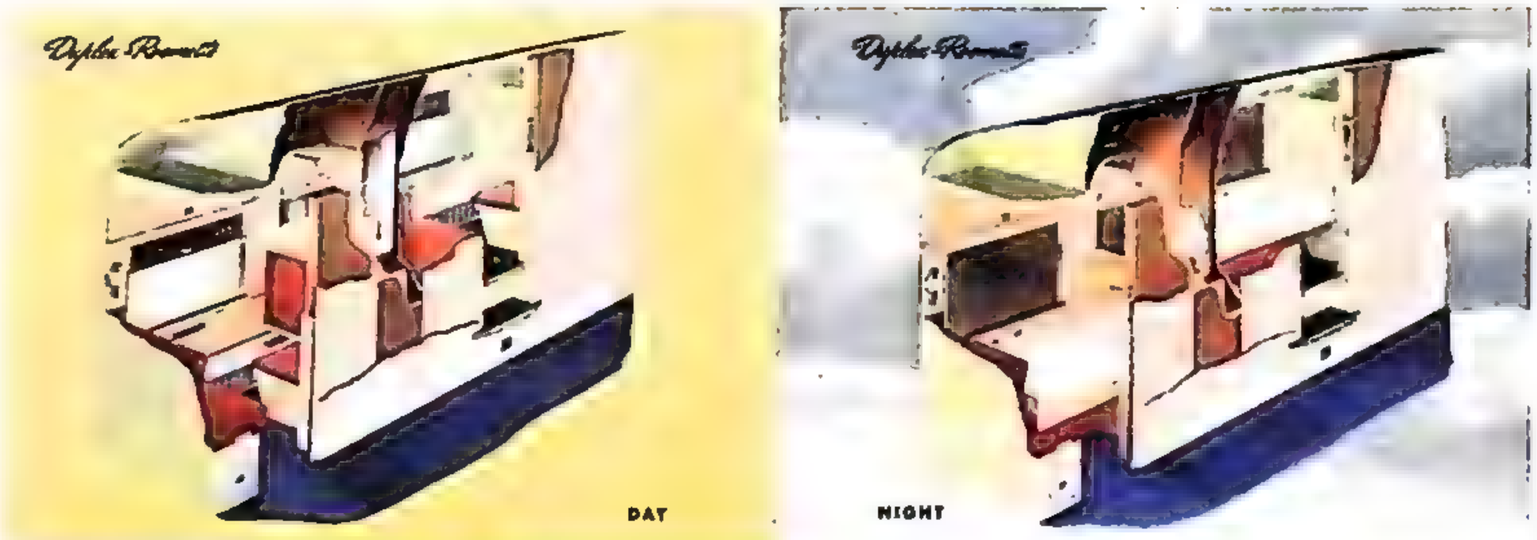
Roomette
1 person

Pullman introduced the roomette in 1937. It was the successor to the section, becoming the most popular single-person accommodation of the lightweight era. A marvel of efficient use of space, it featured a seat with a berth behind it that folded down from the wall, a wide window, small closet, luggage rack, fold-down sink, and toilet. A wall with a sliding door gave complete privacy from the corridor. Up to 22 roomettes (11 on each side of the aisle) could fit in a car.



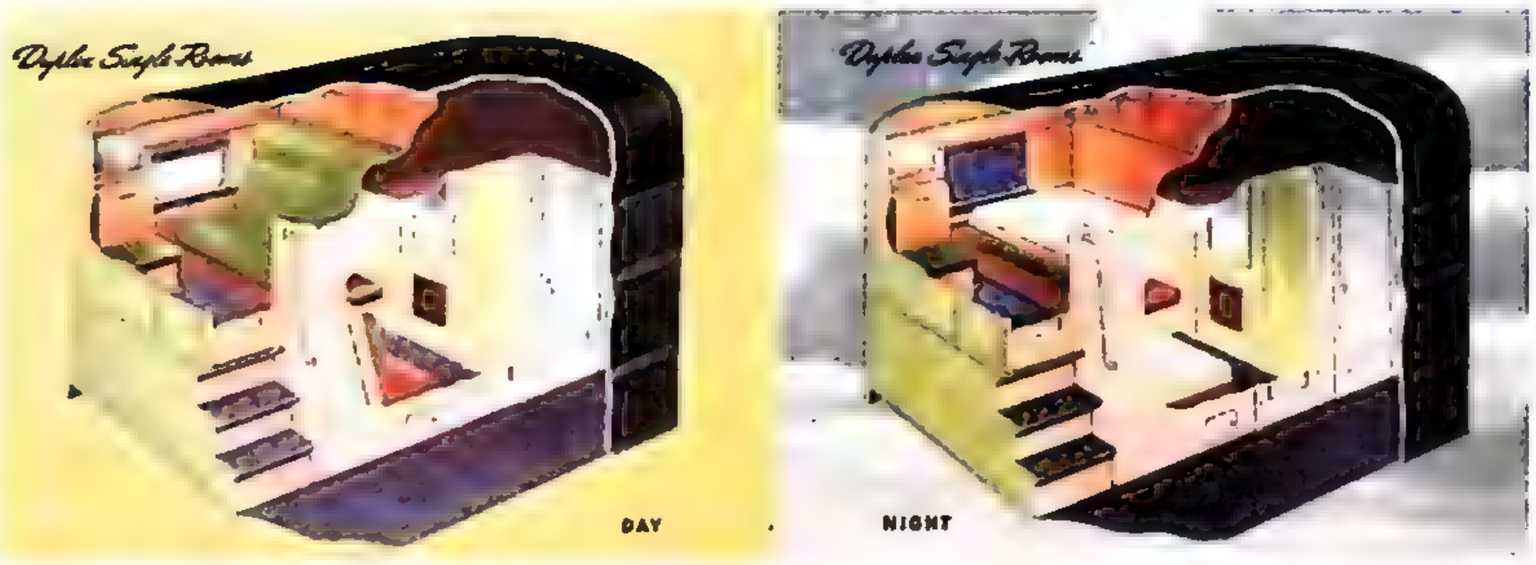
Duplex roomette
1 person

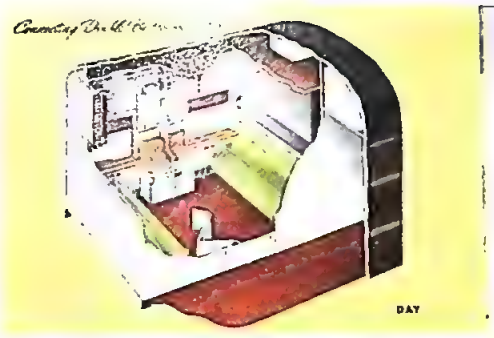
Another feat of lightweight-era engineering, the duplex roomette had all the features of the roomette (albeit somewhat smaller). Rooms were on two levels, with up to 12 on each side of the corridor. Space was saved by the paired-room "duplex" design, in which part of each room was either above or below an adjacent one. In lower-level rooms, the bed slid under an upper room; in the uppers, it folded down from the wall. Slumbercoach single rooms were similar.

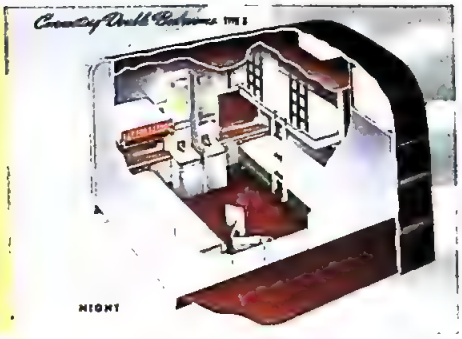


Duplex single room
1 person

Though based on the same principle of partially overlapping rooms as the duplex roomette, the duplex single was slightly more spacious. The rooms were wider and located on only one side of the corridor, which ran along the side of the car. Equipped similarly to roomettes, duplex singles had sofa-sized seats, the backs of which folded down to make berths that were crosswise to the car. First installed in rebuilt heavyweights, this was primarily a lightweight accommodation.



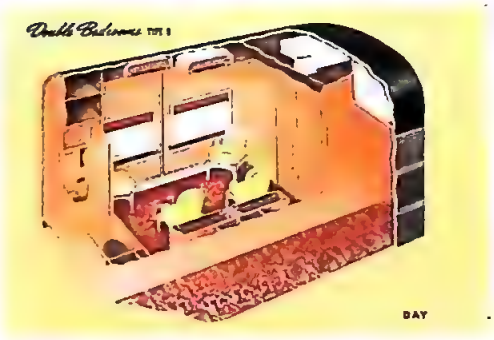


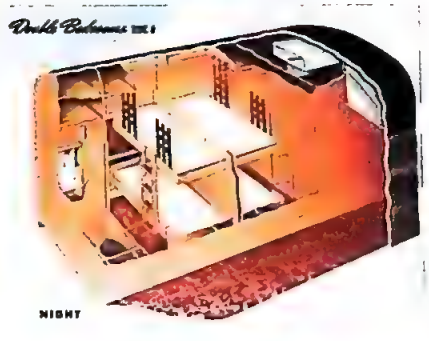


Double bedroom (type A)

1 or 2 people per room

A circa-1930 Pullman idea, the double bedroom became one of the most popular accommodations, particularly after World War II. A folding wall enabled two adjacent rooms to effectively become one large room (*"en suite,"* as shown here and below), ideal for families or other parties of up to four people. Early types featured a toilet that folded into a cabinet under a sink; although clever, this design afforded users of the facilities no privacy from their roommates.

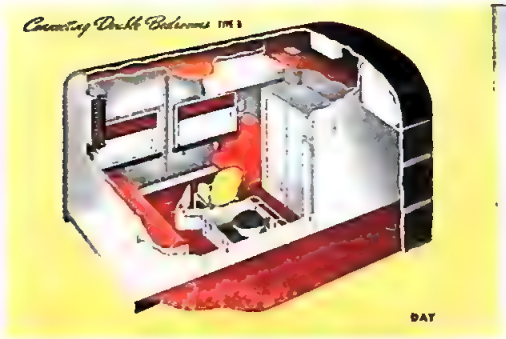


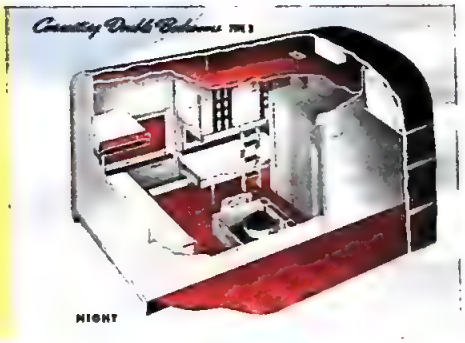


Double bedroom (type B)

1 or 2 people per room

A major advance over the type A double bedroom (and the similar type C, not shown), the type B featured a small room, or annex, for the sink and toilet. As with the earlier types, the berths were crosswise to the car, and two rooms could be used *en suite* by folding away the wall between them. However, instead of the single sofa provided in types A and C, each type B had two armchairs for daytime use; these could be folded for storage under the lower bed at night.

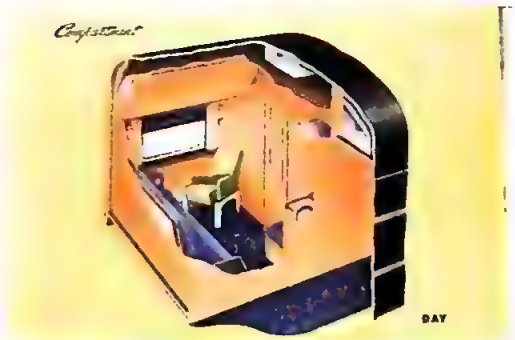




Double bedroom (type D)

1 or 2 people per room

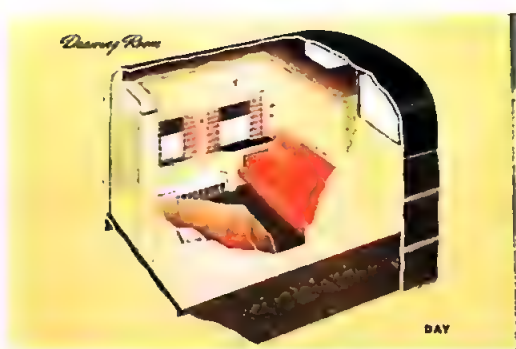
The type D double bedroom came in two variations: beds lengthwise to the car and crosswise. The lengthwise version had a roomette-like seat and an armchair, while the crosswise version had a sofa. Both contained an annex for a sink and toilet. The folding wall between rooms had a door that enabled passage between the rooms even with the partition closed. Also, this configuration permitted opening or closing the partition while the berths were set up for night use.



Compartment

1 or 2 people

This enclosed accommodation for a party of two dates from late in the wood-car era. A sink and toilet were always standard; early compartments placed them out in the room, but later versions had an annex for them. Initially, the seat/berth arrangement resembled a section; later, a sofa replaced the two facing seats, resulting in the crosswise/lengthwise bed configuration shown here. Larger than double bedrooms, compartments were built long into the lightweight era.



Drawing room

1, 2, or 3 people

Also from the 19th century, the drawing room was for decades the principal alternative for travelers desiring more deluxe accommodations than a section. Features included three berths and enclosed sink and toilet facilities. Through the heavyweight era, the berths were lengthwise: a section-style arrangement by the window, with the third berth along the corridor wall. Lightweight versions had a sofa and the lengthwise/crosswise berth layout shown here.

Car types: A sampling of Pullman sleepers

Pullman cars are generally divided into three groups, by type of construction: wood (1859-1910), steel or heavyweight (1910-1934), and streamlined or lightweight (1934-1968). More substantial and thus safer than their wood predecessors, steel cars were built by the thousands in Pullman plants until the Depression ended the need for new cars. During the 1930's, Pullman invested heavily in improvements to its cars, most notably by installing air-conditioning. However, the company's relatively young fleet became outdated almost overnight when the first streamliners burst on the scene in 1934.

Thanks to new construction methods and materials, cars of the new generation weighed significantly less than their predecessors, leading to the terms "heavyweight" and "lightweight." The older cars rode on six-wheel trucks to distribute their weight and generally had two vestibules (some heavyweights lost one vestibule during rebuilding). Lightweights needed only four-wheel trucks and had just one vestibule. The lightweight era had two phases, before and after World War II, during which passenger-car production was curtailed.

In the heavyweight era, cars operated by Pullman were almost invariably products of the company's carbuilding arm. Early in the lightweight era, rival manufacturer Budd challenged this arrangement, leading to a 1944 court order that led to Pullman selling its operating arm. As a result, Budd and ACF Industries produced many cars for Pullman service after the war, but Pullman remained the dominant builder.

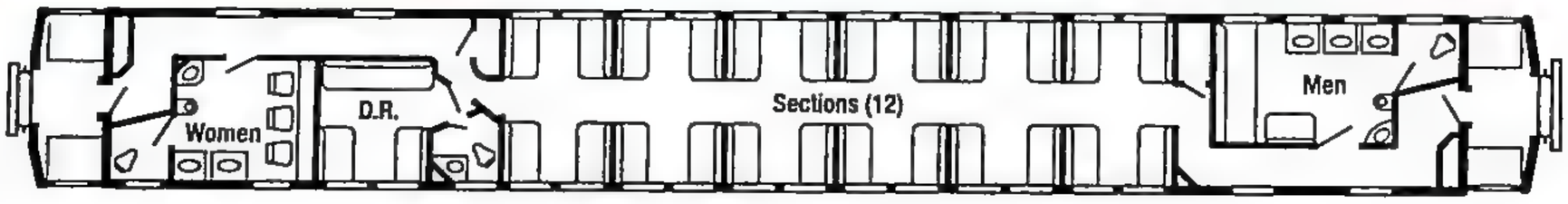
Another result of the court decision was the transfer of ownership of most of Pullman's fleet to the various railroads, which in turn leased the cars back to Pullman. In the early 1930's, nearly all its cars wore the dark color "Pullman green"; in the lightweight era, the practice of painting cars for the railroads to which they were assigned became widespread.

To avoid confusion with equipment owned by the railroads on which its cars operated, Pullman used names, not numbers, to identify its cars. Cars of a given type were often assigned related names.

12 sections, 1 drawing room

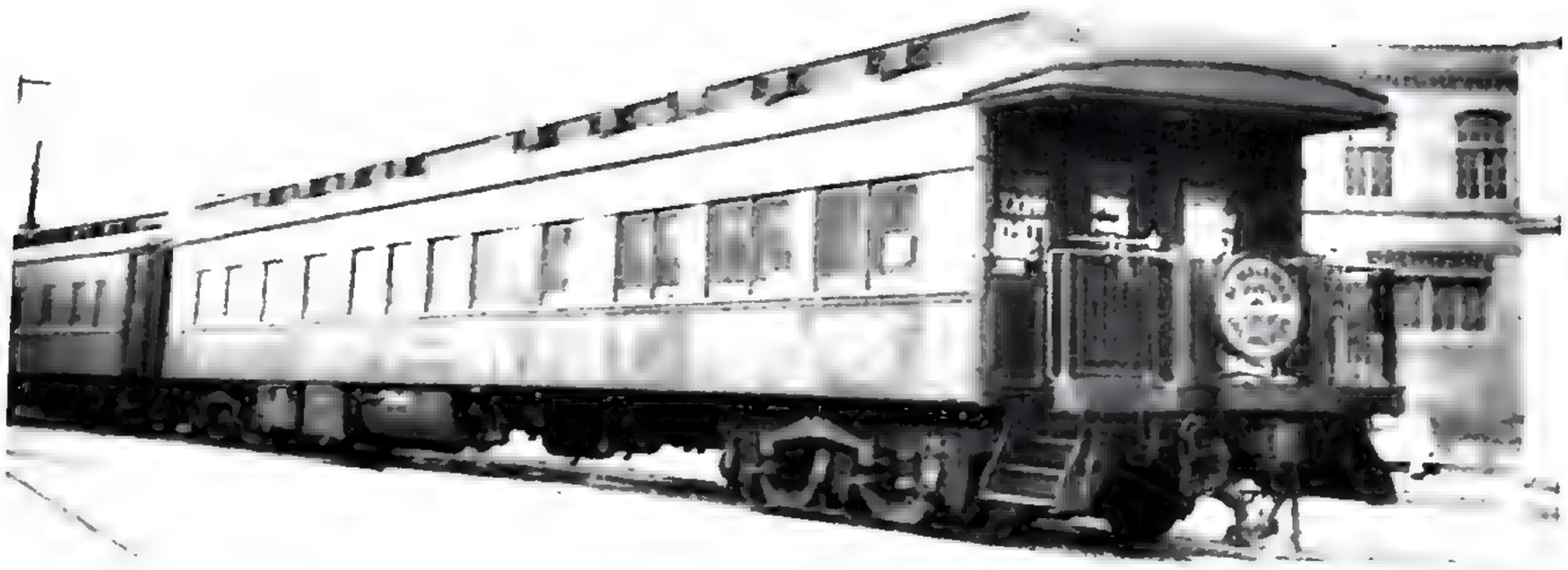
Developed in the early 1880's and constructed until 1930, the 12-1 was far and away the most numerous Pullman car type of all time. Some 4,000 were on the books in 1931, comprising 40 percent of the company's fleet at the peak of the heavyweight era. Generous lounge and restroom spaces served section occupants, while those in the drawing room had their own facilities. Similar in layout were the more than 500 all-section "tourist" sleepers, which had 14 or 16 of the budget accommodations but no rooms. Built in 1923, N&W's *Cuttyhunk* is pictured on the ACL at Orlando, Fla., on June 25, 1955.

W. B. Cox; Krambles-Peterson Archive

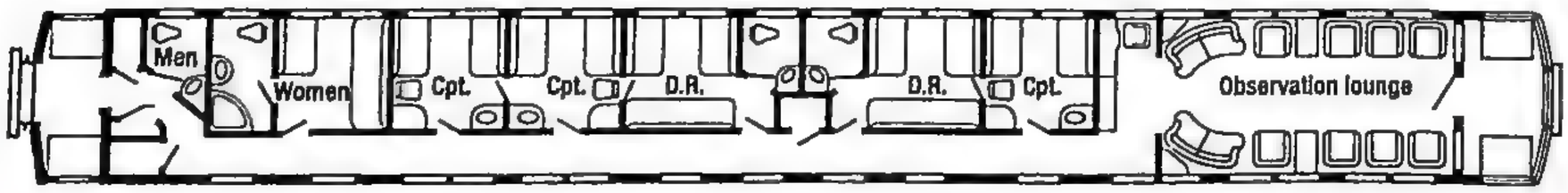


3 compartments, 2 drawing rooms, observation lounge

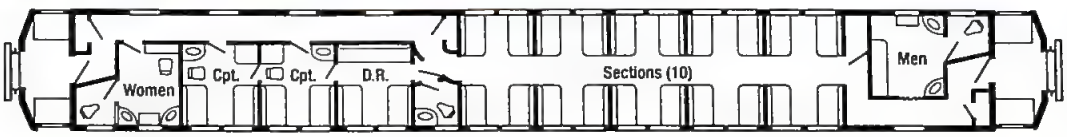
The open-platformed, brass-railed, heavyweight observation car is an American icon. Dating back to the wood era, the format reached a high point in the "3-2 obs." In addition to a 12-seat lounge, this luxury heavyweight had five private rooms and, as part of the women's restroom, a shower. (Pullman ran several types of open-end cars, including 10-section/observations.) The 3-2-obs cars were assigned to the top limiteds when new in the 1920's, but green Pullman pool car *Golden Beach* is well past its prime on the rear of a Shriners' special at New Orleans on May 31, 1947.



Elliott Kahn



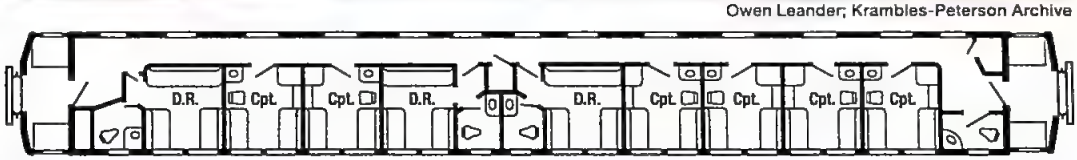
W. B. Cox; Krambles-Peterson Archive



10 sections, 1 drawing room, 2 compartments

Pullman introduced the 10-1-2 during the 1920's in response to the public's growing preference for private rooms. (The section was far from dead, though: In 1937 nearly 5,300 sleepers contained at least a few of them, and even in 1957 Pullman still had 17,665 berths in sections—19 percent of the company's total sleeping capacity.) There were 550 10-1-2 heavyweights, plus 250 8-1-2's, which had 2 fewer sections but more lounge/restroom space. Many 10-1-2 names had prefixes of *Fort* or *Lake*, as on Lehigh Valley's 1924-vintage *Lake Tracy* at Orlando in August 1954.

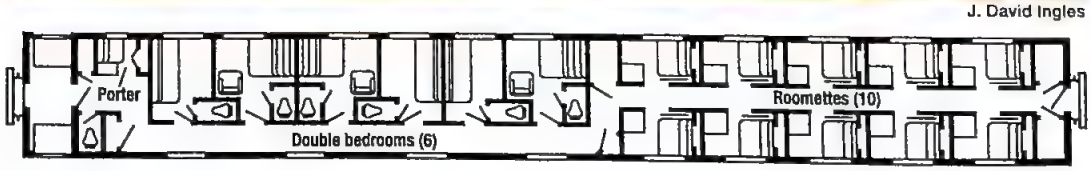
Owen Leander; Krambles-Peterson Archive



6 compartments, 3 drawing rooms

Compartment/drawing-room cars like the 6-3 (and its close cousin, the 7-2) offered the most elegant accommodations on the finest trains. Many were assigned to Pullman pool service, in which they ran in vacation trains to the South in winter and northern resorts in summer. Pullman built 202 6-3's and named them after famous men of the arts (e.g., *Beethoven*) or in the *Glen* series. In Chicago on March 19, 1967, 41-year-old heavyweight warhorse *Glen Douglas* wears the two-tone gray that replaced solid green on Pullman's pool cars during the 1940's.

J. David Ingles



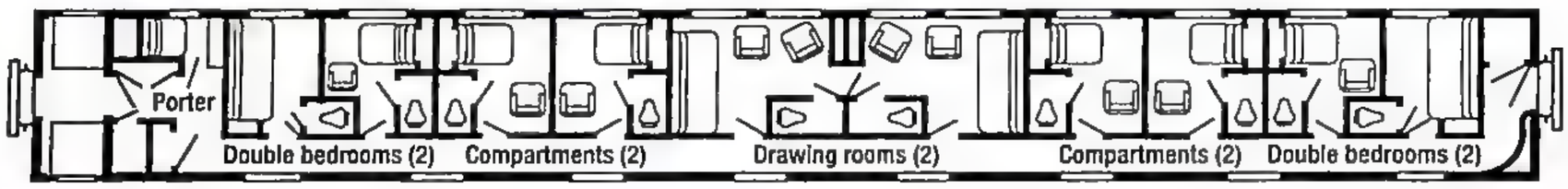
10 roomettes, 6 double bedrooms

What the 12-1 was to the heavyweight era, the 10-6 (and its predecessor, the 10-5, introduced by Pullman in 1937) was to the lightweight era. The layout had just the right ratio of the two most modern room types. A total of 106 10-5's were built before World War II put car construction on hold. There were 682 10-6's, which, in addition to an extra roomette, featured lavatory annexes in the bedrooms. The plan is for a 1950 ACF-built MP car; variations had the roomettes at the vestibule end, or the bedrooms in the center, as on C&O's *City of Staunton* (P-S, 1950) pictured at Cincinnati on October 10, 1969.

4 double bedrooms, 4 compartments, 2 drawing rooms

The 4-4-2 sleeper (not to be confused with the Atlantic type steam locomotive) was developed by Pullman in 1938 for luxury streamliners. Nearly 175 were built, pre- and postwar. Other popular all-room-without-roomette lightweights were compartment/drawing-room cars and all-double-bedroom cars. Seen from the corridor side, UP's 1942-built *Imperial Hour* rests at Los Angeles in April 1964. UP was among a handful of roads to retain the large PULLMAN lettering after assuming ownership of the cars following the 1944 divestiture order. The plan is that of a 1948 Pennsy car.

Alan M. Miller



6 sections, 6 roomettes, 4 double bedrooms

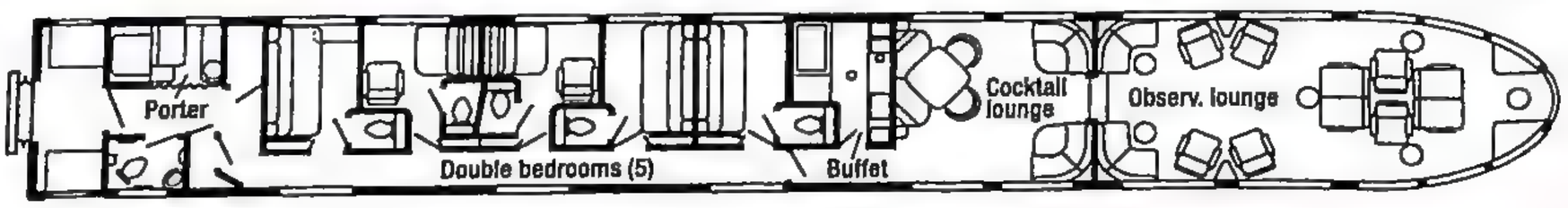
Some 213 lightweights were built to the 6-6-4 layout between 1942 and the mid-'50's. Many had *American* in their names, but not Missouri Pacific's *Arkansas River*, seen at Colorado Springs in August '58. THE EAGLE on the letterboard refers to MoPac's family of streamliners; the "M.P." sublettering at the ends indicates car ownership. PULLMAN is omitted, a practice followed by a few roads on their Pullman-operated cars. Tiny window pairs are for upper berths in sections. Later examples, like the 1953 C&EI car shown in the plan, had their bedrooms in the center and were called "6-4-6's."

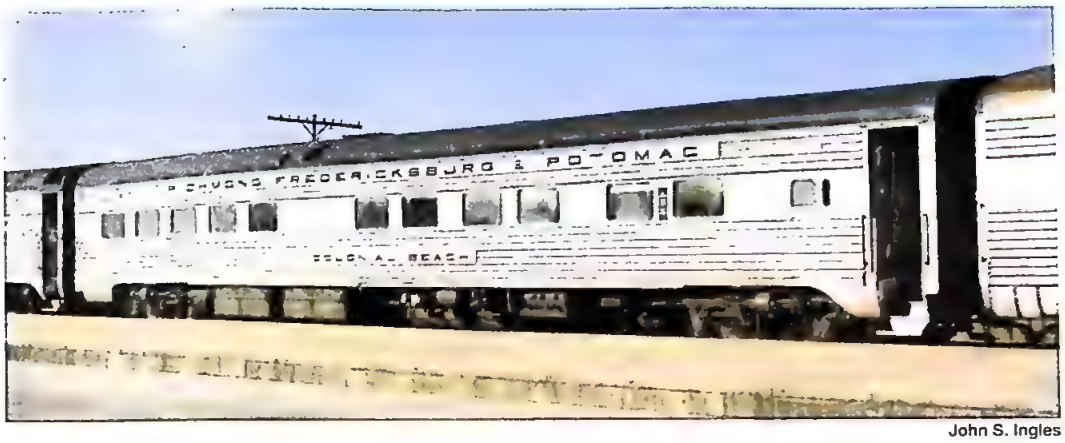
John S. Ingles

Double-bedroom observation lounge

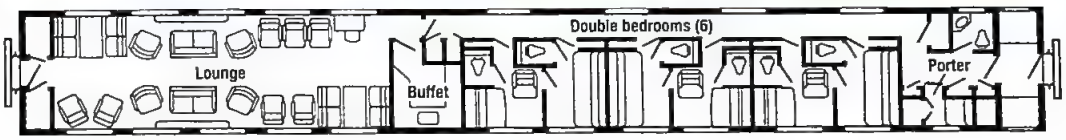
Many great streamliners, and even some minor ones, proclaimed their identity with a lighted sign on the rear of an observation car. Like their open-end, heavyweight forebears, many lightweight obs cars had sleeping accommodations and were operated by Pullman. Representative of the sleeper-obs genre is L&N's 5-double-bedroom car *Royal Street* (Pullman-Standard, 1949), standing at New Orleans on March 24, 1963, on the rear of—according to the tail sign—the *Gulf Wind*. The graceful "boat-tail" end was a signature P-S element; some roads ordered "blunt-end" versions more suited for mid-train operation.

George Krambles; Krambles-Peterson Archive



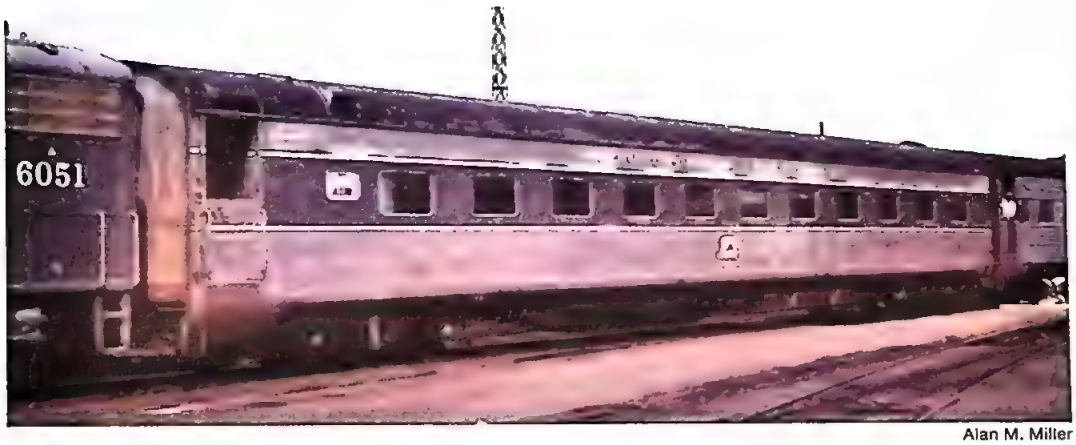


John S. Ingles

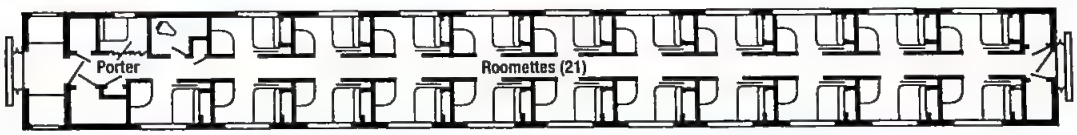


Double-bedroom lounge

Like observation cars, many mid-train lounge cars also contained Pullman sleeping space. Rooms, not sections, were the norm in the lightweight era, as is the case with RF&P's 6-double-bedroom/lounge *Colonial Beach*, pictured basking in the Florida sun at St. Petersburg in March 1971. ACF built the lightweight, stainless-steel-sheathed car in 1949. Beverage and light food service was provided by an attendant working out of the buffet. Sleeper/lounge cars were often found in the front half of long trains that had additional lounge space in an observation or other car. The plan shows a 1948 Seaboard car.



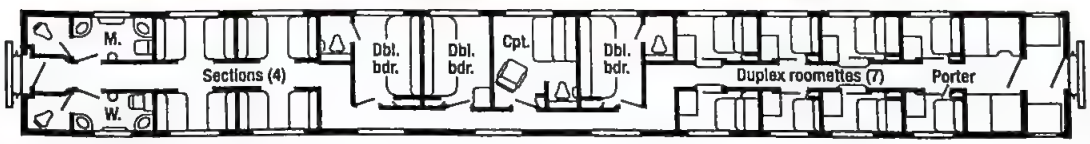
Alan M. Miller



All-roomette

Lightweight car *Roomette I* introduced one of Pullman's most popular accommodations. It contained 18 of its namesake single-person rooms and was the first of 218 all-roomette cars built by P-S, Budd, and ACF between 1937 and about 1950. Capacities varied from 18 to 22 roomettes. SP 9305 (the road's lightweight cars were not named), in the *Lark* at Los Angeles on September 11, 1964, is a 1950 P-S car with 22 roomettes, while the floor plan shows a PRR car with 21. In the 1950's, the popularity of the double bedroom and the loss of business travelers led to the conversion of many roomette cars to other layouts, including coaches.

John S. Ingles



7 duplex roomettes, 4 sections, 3 double bedrooms, 1 compartment

Few Pullmans contained more than three types of accommodations, but Great Northern and Northern Pacific had some with four, built by P-S for the postwar re-equipping of their transcontinental limiteds. GN's 16 *River*-series cars were 7-4-3-1's; NP's 18 cars had 6 roomettes in lieu of the sections and restrooms. In July 1961, *Poplar River* displays the *Empire Builder* train name and sublettering for GN partner CB&Q, which owned some *Builder* cars. The staggered windows at the vestibule end denote the location of the duplex rooms.

Louisville to Lillooet in a lower

After a short career on an Indiana interurban, three sleeping cars emigrated to British Columbia

By Art Peterson • Photos from the Krambles-Peterson Archive

One could never actually travel the nearly 3,000 miles from Louisville, Ky., to Lillooet, B.C., in a single sleeping accommodation, as the title above suggests, but that's more or less the trip three electric interurban sleeping cars made in the mid-1930's. Built in 1924 by American Car & Foundry for the Interstate Public Service Co., an interurban in southern Indiana, they would spend the bulk of their lives on the Pacific Great Eastern, a steam railroad in British Columbia, north of Vancouver. One of the ex-IPS cars would survive into the British Columbia Railway era (the province assumed ownership and changed the name on April 1, 1972). Though not operated by the Pullman Company, these cars occupy a unique niche in sleeping-car history.

The Indianapolis-Louisville interurban line for which the sleepers were built dated to 1895-96 when construction began on the Indianapolis, Greenwood & Franklin Railroad. Involvement in the route of electric-utility and -railway mogul Samuel Insull and associates can be traced to the Louisville & Southern Indiana Traction Co., which in 1903 acquired the local lines in New Albany and Jeffersonville, Ind., as well as securing rights to operate over the Big Four Bridge across the Ohio River into Louisville.

Insull secured control of the entire 117-mile route through southern Indiana in 1912, and organized the Interstate Public Service Co. to operate the line. IPS undertook major modernization of the property during 1920-21, including conversion of the entire route to a 650-volt D.C. operation. During this period, IPS bought eight 150-series steel combines from Cincinnati Car Co., and had ACF rebuild several of IPS's better wood coaches into 300-series trailers (distinguished by their solarium-type end windows).

Luxury on the IPS

Insull made a substantial investment in deluxe equipment on his interurban properties, and Interstate Public Service was no exception. Around the same time as the Chicago North Shore & Milwaukee's investment in dining cars and parlor-observations in 1923-24, IPS bought five parlor-buffet cars from ACF in 1923. Also around this time, IPS's shops at Scottsburg, Ind., rebuilt an ex-Winona Service Co. 1910 Jewett-built car into a sixth parlor-buffet. The crowning achievement for IPS, however, was the purchase of three all-steel sleeping cars from ACF in 1924.

Fitted with 10 sections each, the cars were numbered 166-168 and named

Interstate Public Service

Sleeper 167, *Scottsburg*, is on the rear of an IPS consist posed amid Indiana farm fields. Renamed *Clinton* by Pacific Great Eastern, the car is now at a museum in Squamish, B.C.

David A. Strassman; Classic Trains collection

A long way from the Hoosier State, a former IPS sleeper is ahead of a steam-road sleeper in this view from a sightseeing gondola car on the Pacific Great Eastern in British Columbia.

Indianapolis, *Scottsburg*, and *Louisville*. The sleepers were 62 feet long and had no traction motors or operating controls—they would be run in trains with one or more powered cars. IPS and ACF recognized that there was no way they could match the width of a standard, steam-railroad sleeping car within the limitations of the interurban's clearances, but they did make the sections a bit more luxurious by lengthening each berth by 2 inches.

IPS's top services were the southbound *Dixie Flyers* and northbound *Hoosier Flyers*. The May 10, 1925, timetable listed seven *Dixie Flyers*, with four providing parlor-buffet service. Six *Hoosier Flyers* were scheduled, with parlor-buffet service on four of them. Each of the *Flyers* took 3 hours 45 minutes to cover the 117-mile line and were scheduled on a two-hour headway throughout the day. Several local trains also operated over part or all the main line each day.

The sleeping cars operated on the 11:30 p.m. departures from the end terminals; they were available for passenger occupancy from 9 p.m. Southbound, the train operated as a local for 83 miles to Scottsburg, where it would sit for 3 hours before continuing the

American Car & Foundry

Sections made up for daytime and nighttime use are prominent in this photo looking toward the rear of an IPS sleeper. Woodwork was Mexican mahogany with a hand-rubbed finish.

Interstate Public Service

Interstate combine 155 leads a rebuilt 300-series coach, a sleeper, and a parlor-buffet. The cars' brilliant orange livery appears as a dark shade due to the use of orthochromatic film.

The cover of a rare IPS timetable dated February 23, 1930, features artwork depicting the interiors of a sleeper and a parlor-buffet.

remaining 34 miles to Louisville next morning. Scheduled arrival time was 7:05 a.m.; passengers could remain on board until 9. The northbound operation was similar, but the 3-hour layover took place in Greenwood (105 miles from Louisville). Arrival in Indianapolis was at 6:30 a.m., again with occupancy allowed until 9. Industry journals of this pre-paved-road era reported that the sleepers were "a boon to traveling men and theatrical people."

Insull's management at IPS acquired the bonds of the Winona Service Co. in mid-1924. The Winona operated a 67-mile line in northern Indiana, between Peru and Goshen, which provided a connection between the Union Traction lines (south from Peru) and the Chicago, South Bend & Northern Indiana Railway (Goshen-South Bend and other lines), the latter of which could have been used to provide a connection to the Chicago, Lake Shore & South Bend (predecessor of today's South Shore Line). The Winona acquisition led to speculation in industry journals that the IPS sleepers would begin to run well beyond the limits of IPS's Louisville-Indianapolis service, but it was not to be. In fact, Insull coveted Winona's right of way not for its railroad services but for electric utility power lines.

Competition and consolidation

The Interstate's Indianapolis-Louisville route was paralleled by a slightly shorter (112 miles) Pennsylvania Railroad line. A PRR timetable from February 1924 shows most trains requiring between 3 hours 5 minutes and 3 hours 20 minutes to cover the line. Ten daily trips were listed, four including Pullman sleeping-car accommodations. The sleepers on these long-haul trains originated and terminated at points beyond Indianapolis and Louisville and were not aimed at serving passengers traveling only between those two cities.

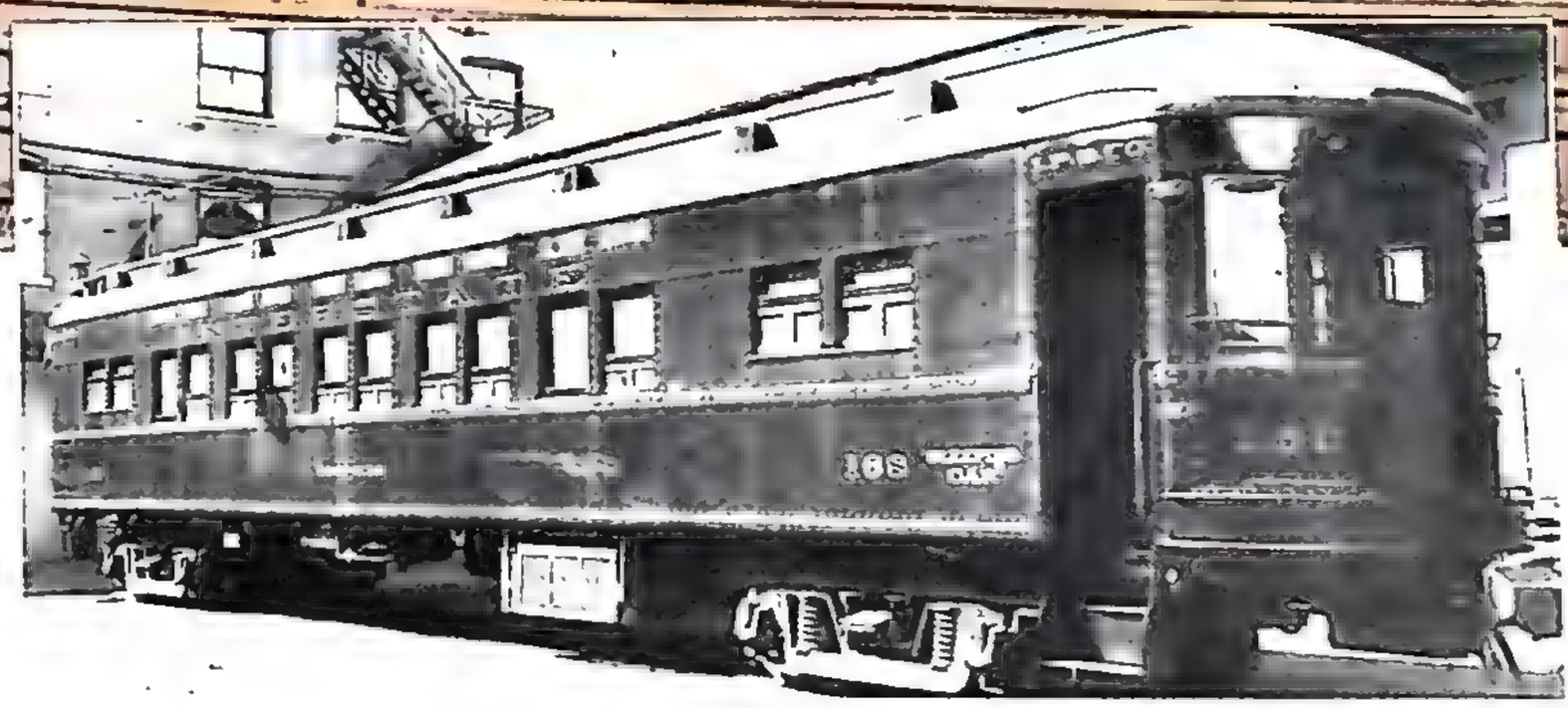
Improvements to highways and the proliferation of private automobiles hurt the IPS's business, just as it did other interurbans in Indiana and elsewhere. Intercity buses siphoned off passenger traffic, while trucks ate away at freight. IPS was also hampered by less-than-ideal alignments (tight curves in city streets, etc.) in some towns, which limited the extent to which it could handle interchange freight. Many of the Indiana electric lines were only marginally profitable. Consolidation of the Insull-owned interurbans (IPS, Indiana Service Co., and the Winona, but not the Chicago South Shore & South Bend) with the state's other interurban companies (Union Traction and the Terre Haute, Indianapolis & Eastern) was felt to be the best way to achieve the economies that would allow these lines to survive.

The consolidated operation, known as Indiana Railroad, began operation on August 1, 1930. (Lines and equipment of the THI&E would not be acquired by IR until July 28, 1931; the Winona was never made part of the IR system.) Operation of the ex-IPS parlor-buffet cars continued only until the end of November 1930. In the case of the sleeping cars, the daily Indianapolis-Louisville round trip would continue under Indiana Railroad until May 21, 1932.

The three sleepers, being relatively new, might have been converted to coaches, but the Indiana Railroad had turned to modern, one-man, lightweight cars for the bulk of the India-

Norman MacDonald

IPS 168, *Louisville*, is pictured at Indianapolis on June 4, 1926 (right), and, as PGE's *Pavilion*, at Williams Lake, B.C., in July 1952.



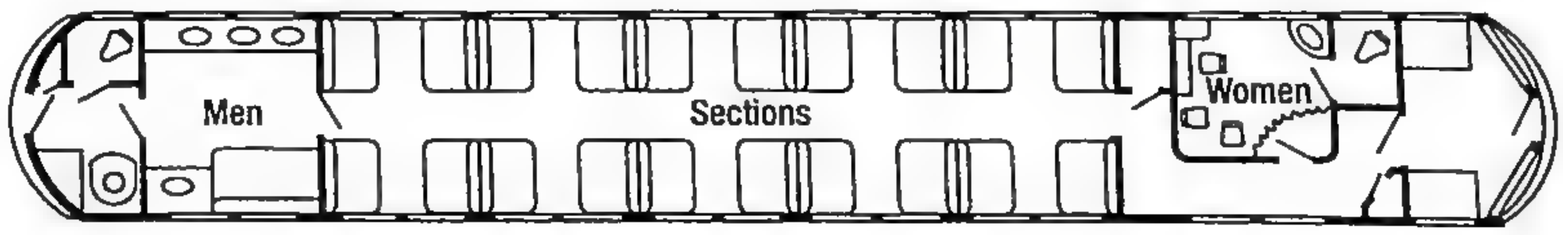
Wilbourne Cox

napolis-Louisville service and other key routes. This rendered many of the older heavyweights surplus, including the former IPS sleepers.

North to British Columbia

With only 8 years of service behind them, the *Indianapolis* and *Louisville* passed to Iron & Steel Products of Chicago, which sold them to the Pacific Great Eastern for just under $6,000 each. Received by the PGE in February 1935, they were renamed *Barkerville* and *Pavilion*, respectively. In 1937 the PGE returned to Iron & Steel Products, buying the *Scottsburg*, which became the *Clinton*.

Purchase of the three ex-IPS sleepers was not the first time the PGE had bought former interurban cars. In February 1925 the road acquired the Oregon Electric's two 10-section sleepers [see sidebar, pages 64-65]. Received by PGE in April 1925, the cars were refurbished, emerging as the *Quesnel* and



A floorplan of an IPS sleeper shows, from front to rear, vestibule, women's lounge and lavatory, 10 sections, and men's lounge and lavatory. The cars were narrower than their steam-road counterparts but had longer berths and small windows for the uppers.

Sleeping under the trolley wires

Most interurban companies had comparatively short line lengths and were frequently at a competitive disadvantage with respect to competing steam railroads in terms of line directness, speed and clearance restrictions, and/or routings that included considerable in-street operation. Besides Interstate Public Service, only two U.S. interurbans offered sleeping-car service: Oregon Electric and Illinois Traction System (or "ITS," called Illinois Terminal, or "ITC," after 1928—and always "the Traction").

It's no coincidence that the longest-lived and most highly developed of the interurban sleeper services operated on the longest route: Illinois Traction's 171-mile Peoria-St. Louis line. Sleeping-car service would operate for almost 35 years on this route, starting with the Traction's purchase of two unique 1903 Harlan & Hollingsworth-built parlor-sleeping cars, constructed for the Holland Palace Car Co. Holland had hoped for a sleeping-car network that would challenge the Pullman Company, but was bankrupt by late 1906. (The Holland sleepers are reported to have run in Ohio and Indiana prior to their acquisition by ITS.) Illinois Traction named the cars *Springfield* and *Decatur* and began operating them between Bloomington, Decatur, Springfield, and East St. Louis (which was then ITS's south terminal) on February 14, 1907. The sleeper route was cut back, first to Decatur and then to Springfield, by August 19, 1907.

CLASSIC TRAINS collection

Illinois Traction's ex-Holland cars were equipped with movable partitions, allowing configuration as sleepers, parlors, or a mix of both.

Passenger objections to motor and control noise on the ex-Holland cars led ITS to purchase two 10-section trailers from ACF in 1910. The practice of naming the cars for on-line cities continued, with these cars being designated *Peoria* and *St. Louis*. Their April 1, 1910, debut coincided with the addition of the Bloomington-Peoria line to the north end of the system.

In addition to creating a better on-car environment through the use of a trailer, Illinois Traction also put considerable effort into coordinating schedules with connecting roads in order to stimulate demand. The road also hoped to extend its reach to the Chicago market, but was never able to close the 50-mile gap between Peoria and Streator, where connection to ITS affiliate Illinois Valley could have been made.

One of the Holland cars was wrecked in 1910, leaving the Traction in a tight equipment situation. This resulted in two more 10-section trailers being ordered in 1911, this time from Barney & Smith. The *Decatur* and *Springfield* names were reused, and with the delivery of these cars, the remaining ex-Holland car was demoted to work service. A fifth 10-section car, the *Edwardsville*, was received from St. Louis Car in 1913.

Timetables from the era show train 91 carrying the sleeping cars and departing Peoria at 11:30 p.m., with arrival in East St. Louis at 7:05 am. Northbound counterpart 92 was scheduled out of East St. Louis at 11:45 p.m. and into Peoria at 7:00 a.m. Advertising in period timetables included the claim of being "the only electric railway in the world to operate sleepers" and also noted distinctive features of the cars, especially the screened upper-berth windows (a feature Interstate Public Service would adopt on its steel sleepers, some 10 years later).

Illinois Traction continued to improve its product, extending its main line across the Mississippi River into St. Louis in 1910, speeding up the running time of the sleeping-car trains repeatedly from 1915 onward, and by the addition of a through Champaign-St. Louis sleeper from late 1924. At this point ITS was operating three sleeping-car "lines" (to use the Pullman term, although none of the interurban sleepers was ever operated by that company).

Within this period the sleeper *Edwardsville*, as the newest of ITS's cars, was included in an exhibition train which was sent to the American Electric Railway Association meeting in Indianapolis in late February 1922. An Illinois Traction class B freight locomotive hauled the train, except for a gap between Danville, Ill., and Crawfordsville, Ind., where the services of a Big Four steam engine were required.

The year 1930 saw the addition of bedroom cars *Illinois Lillooet*. They entered service in May and June 1925, and carried passengers until the early 1950's. Both cars went into work service in the mid-'50's (eventually taking the numbers X-117 and X-118) and were scrapped in 1969 and 1966, respectively.

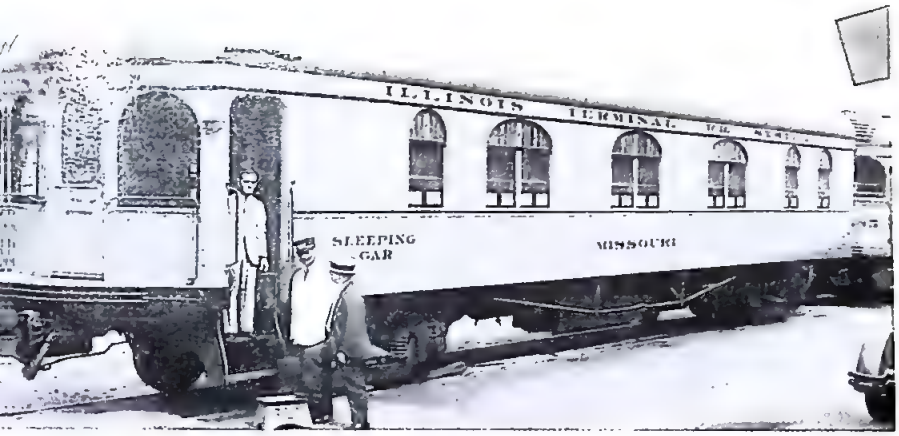
Another U.S. sleeping car rounded out the PGE fleet in this era. This was the ex-Duluth, South Shore & Atlantic *Superior* (Barney & Smith, 1902). Acquired by the PGE in 1934, it remained in passenger service (named *Garibaldi*) until about 1950. By 1953 it had been assigned work car number X-126, which it carried until being scrapped in 1959.

In 1947 the PGE purchased three conventional-size Pullman tourist sleepers, all originally built as 12-section/1-drawing room cars. They had been converted to 13-section tourist cars in the early 1940's, but PGE restored the 12&1 configuration and named them *Williams Lake*, *Anderson Lake*, and *Seton Lake*. They remained active through the 1950's before entering work service in the 1960's.

A new life on the PGE

The ex-IPS cars saw extensive use on the PGE. The road's nearly 350-mile main line (from Squamish to Quesnel, via Lillooet) was better suited to provision of sleeping-car service than the Indianapolis-Louisville route, plus the rustic nature of British Columbia at the time lent itself to more tourist traffic. A postwar PGE travel brochure lists more than 45 lodges, ranches, or camps along the line.

Photos reveal several combinations of cars being operated, including trains



ITC all-room car *Missouri* poses shortly after its 1930 conversion from a coach.

and *Missouri* (rebuilt from coaches by St. Louis Car) to the section-car service on the Peoria-St. Louis run of what now was called the Illinois Terminal Railroad System (ITC). That same year, the road eliminated a short segment of street-running with the opening of a new terminal in Peoria, and followed that achievement three years later by opening a substantial terminal (complete with a subway approach) in downtown St. Louis.

These changes were among the factors that led ITC to cut the one-way time for the overnight trains (by this time using the *Owl* name, with an appropriate drumhead) to 6 hours 22 minutes by early 1933. A further refinement that May saw the southbound time reduced to 5 hours 55 minutes (plus a 1-hour 25-minute layover in Springfield to provide a convenient 7:45 a.m. arrival in St. Louis). Northbound trains had always had a faster schedule, but ITC was still able to shave more than an hour off the one-way travel time between 1926 and May 1933.

Another ITS/ITC car ran in sleeper service, albeit on a part-time basis. Built in 1910 as a parlor-diner-sleeper-observation, the car was identified variously as *Champaign*, *Sangamon*, and No. 234 during its career. For most of its life it was used as an office car, but it is reported to have operated as a revenue sleeping car in the 1920's.

Declining traffic levels led to the discontinuance of the Springfield set-out sleeper in late May 1934. The ultimate improvement in ITC's sleeper service came with the air-conditioning of the bedroom cars in 1938. Despite this, demand continued to decline, and the end of the Peoria-St. Louis sleeping-car service came in summer 1940. The road converted the two bedroom cars to coaches, while the section cars transitioned into work service. Section car *Peoria* and office car 234 are preserved at the Illinois Railway Museum in Union.

The other member of the interurban sleeping-car "club" was Spokane, Portland & Seattle subsidiary Oregon Electric. Operating a 122-mile line between Portland and Eugene, the OE turned to Barney & Smith for two 10-section sleepers in 1912. The cars and the service were patterned after what Illinois Traction had found successful. OE assigned the cars both names and numbers (1010 was the *Santiam*, 1011 the *Calapooia*—both are tributaries to the Willamette River), and they operated for 13 years before being sold to PGE.

A 1916 timetable shows sleeper service on trains 2 and 21, *The Owl*. Train 21 left Portland at 11:45 p.m. and arrived the following morning at 6:50 in Eugene. En route, the train laid over in Albany for 2 hours 5 minutes. In the opposite direction, departure from Eugene was at 12:05 a.m. By virtue of a 1-hour 25-minute layover in Salem, this train was scheduled into Portland at 6:55 a.m.—*Art Peterson*

Sleeper trailer *Santiam* and sister *Calapooia* served Oregon Electric before their sale to PGE.

with multiple IPS sleepers or combinations of the various secondhand cars in the trains. Around 1947-48 PGE rebuilt the *Barkerville* and *Clinton* into an 8-section/1-bedroom configuration. Rates for bedroom accommodations first appear in PGE's 1949 brochure.

PGE nearly doubled its length in the 1950's, extending south from Squamish into North Vancouver as well as north from Quesnel to Chetwynd and beyond that location with branches to Dawson Creek and Fort St. John. However, roads were also being opened and improved in this era, leading to reduced passenger traffic on the railroad. Budd Rail Diesel Cars at first supplemented and then later replaced the locomotive-hauled trains on the main line.

All three ex-IPS cars remained in mainline service until 1963, when PGE switched to RDC's entirely. The *Barkerville* (operating as bunk car X-223) was lost in Seton Lake in a November 1967 accident. The *Pavilion* became bunk car X-224 (on April 30, 1964), being renumbered to PGE 990224 in 1970. It carried this same number in British Columbia Railway work service (from April 1, 1972, when PGE adopted the BCR name) until it was scrapped around 1975.

PGE sold the *Clinton* to Maynard Laing of Bellevue, Wash., in 1965. The car was stored on the property of the Snoqualmie Valley & Puget Sound Railroad until Laing's death in 1993. After that, his widow donated the car to the West Coast Railway Association. The car returned to British Columbia in 1994 and is now being restored at the museum in Squamish. ■

The Central pulls out of Pullman

Operating its own sleepers trimmed expenses for New York Central, but the 1958 changeover was not simple

By Theodore Shrady

J. David Ingles

Louis A. Marre

New York Central already had several years' experience operating its own sleeping cars when its flagship, the *20th Century Limited*, slowed for the Union Station stop in South Bend, Ind., October 7, 1962 (above), and left town (top) for Elkhart and points east on July 7, 1965.

NEW YORK CENTRAL QUITS PULLMAN! Did that statement send shock waves through the railroad industry? Incredulity across the New York Central System itself? Confusion among the traveling public?

Probably not to that severity, but the declaration *did* get the railroad industry's attention. Did this mean NYC, the nation's second-biggest intercity passenger railroad, was distancing itself from a floundering passenger-service company, or that the railroad was in trouble because of its passenger business? The answer on both counts was "Yes," but to varying degrees. Central's decision was but a unique microcosm of the nationwide situation of declining passenger-train service, but the changeover was complex.

Pullman first learned of Central's decision in a formal communication on December 31, 1957, exactly six months prior to a pullout, as required by the Uniform Service Contract between Pullman and each railroad. Pullman President George W. Bohannon soon sent a teletype to his officials about the NYC decision, which was to be effective July 1, 1958. The decision hit the news media within a week. The gist of the message, in NYC's words, was "not dissatisfaction with the Pullman Company but to realize better economics by operating the sleepers ourselves."

Railroads had been struggling with passenger losses since the end of World War II. Passenger-service deficits for New York Central reached about $53 million in 1957, which cut deeply into freight profits. At one point, its net operating annual income had nose-dived from $39 million to just over $8 million. Its 1958 Pullman pullout was just one strategy to stem the hemorrhaging, and for a few years thereafter, the same levels of service and equipment prevailed.

Canceling the Pullman contract was no simple process for either company. Pullman's involvement with each railroad was extensive, and intricate, and NYC and rival Pennsylvania were still the largest operators of sleeping cars. (Both the PRR and the New Haven had already pulled their extensive parlor-car operations from Pullman, in 1956.) At New York Central locations, Pullman posted notices of reductions or elimination of work forces, from superintendents to car cleaners. Major terminals in New York, Boston, Buffalo, Cleveland, Detroit, Chicago, and St. Louis had a complement of Pullman painters, electricians, mechanics, carpenters, and plumbers, each with a foreman and/or assistant foreman and union supervi-

R. R. Wallin

The *Knickerbocker* backs into St. Louis Union Station on December 30, 1955; its six sleepers, from New York (two), Boston, Buffalo, Indianapolis, and Detroit, are still run by Pullman.

Henry G. Goerke

As No. 15, the *Ohio State Limited,* arrives at Cincinnati Union Terminal in August 1965 with NYC sleepers from New York, a Southern Railway consist (in distance) leaves the CUT balloon track.

sor. Smaller Pullman employee groups at NYC points were at Albany, Cincinnati, Columbus, Pittsburgh (on subsidiary Pittsburgh & Lake Erie), Montreal, and Toronto. Also affected were non-union-agreement employees including superintendents and assistants, supervisors, clerks, and agents.

Pullman had to cancel or alter its line numbers on all NYC routes. Local lines entirely on the Central totaled 93, when figuring departures from each major terminal; actually, about 67 lines were affected. Pullman retained 15 NYC lines run jointly with other roads.

Another big problem in the separation was car parts and materials—NYC needed to acquire them from Pullman in order to keep its sleeping cars operating. The Central issued a thick purchase order for thousands of parts totaling about $686,600, which may have included $26,968 in commissary items—mainly crockery, glassware, and silver specific to the NYC. Some of the materials were already on Central property, while others had to be shipped from Pullman facilities. Pullman imposed its usual policy: full price for new items, half for used material, shipping charges if from a Pullman shop, and a 15 percent surcharge (profit) on everything. Pullman told its employees which incidentals to strip from sleeping cars that NYC would be taking over; this included anything bearing the Pullman name.

Various papers and forms with New York Central indications on them were set aside and later sold to the railroad for $456—as an example, 115,850 car diagrams. The railroad also took cases of ticket stock and local tariff manuals and instructions.

Pullman began methodically notifying the Central to cancel property contracts (rentals of rooms, offices, and storage facilities at NYC yards and stations) over the six months until July 1, 1958. At first, Pullman consolidated rooms and offices so it could release vacated space. By the turnover date, Pullman canceled 2,720 square feet of space in Grand Central Terminal, New York, for example, which realized an annual saving of $8,513. At Mott Haven Yard six miles to the north, Pullman saved $15,822 on rented facilities and "specialties" (refrigerators, elevators, loading ramps, etc.) needed for daily routines.

Pullman did not like the loss of business from the Central's pullout, but it was able to offset some lost revenues by realizing some of the aforementioned savings.

NYC did remain under Pullman contract for several interline routes: Chicago-Toronto with Canadian Pacific, and from Chicago as well as Cleveland to Cincinnati for routes to the Southeast on the Chesapeake & Ohio and Southern Railway. NYC did drop the Detroit-Miami *Royal Palm* sleeper, via Cincinnati and the Southern.

Two international sleeper routes were different: New York-Montreal on

Two photos, J. David Ingles

The *James Whitcomb Riley*, with Pullman-operated sleepers to go onto C&O's *George Washington* at Cincinnati, crosses the Kankakee River at Aroma Park, Ill., on May 18, 1963.

Pittsburgh & Lake Erie 280—just an NYC combine and 10&6 *Pocono River*—passes Coraopolis, Pa., at 8 a.m. March 26, 1962. The sleeper rode four carriers on its 12-hour run from Toronto.

the Delaware & Hudson and Canadian Pacific north of Albany, and between Toronto and New York, Boston, Cleveland, and Pittsburgh via joint (with CPR) subsidiary Toronto, Hamilton & Buffalo in southern Ontario. Because of their close association with NYC, both the D&H and TH&B also dropped out of Pullman and entered into sleeper agreements with the Central, which then provided all cars and porters on the routes. The only involvement of CPR for its Rouses Point, N.Y.-Montreal segment of the Montreal run and the Hamilton-Toronto portion of the New York-Buffalo-Toronto route was use of some CPR sleeping cars (and coaches) to balance car-miles with NYC.

For those interline moves, New York Central kept in Pullman lease 34 two-tone gray prewar sleeping cars in four series: 12 *Bridge*-series 4-double-bedroom/4-compartment/2-drawing-room cars, 12 *Cascade* 10-roomette/5-double-bedroom cars, 6 *River* 10&6's, and 4 *County* 13-double-bedroom cars. Use of personnel on the interline runs was mixed; NYC conductors ran only to the interchange points, while porters from the "off-line" road ran through, except on the two Canadian routes.

In the case of routine maintenance at an off-line terminal, agreements were in place for the other railroad to bill New York Central for routine services. If additional repairs or deadheading was required, only necessary work was performed to get the car home.

For the New York Central, pulling out of Pullman was just as arduous, but it felt it had little choice. By that time, most U.S. passenger railroads were battling the same major deficit causes: rigid Interstate Commerce Commission regulatory rates, high labor and maintenance costs, an eroding traffic base, and heavy taxes. NYC had already done some planning on how to lower the deficit before the July 1, 1958, deadline, and its changes went way beyond sleeping cars. Included were "realigning" of train schedules, selling most of its prewar lightweight cars, dropping the 1948-built Pullman-Standard *Bay*-series 22-roomette cars, and eliminating about 70 dining cars.

Some accounts of the Pullman pullout reported the service cuts in the April 1958 timetable to be "drastic." That was somewhat true, seen when one compares sleeping cars in the September 1958 timetable with the October 1957 one—a reduction from 248 to 231 (a 7 percent cut). This counts round trips as two movements and cars connecting to one or more trains to destination separately. As an example, a Boston-Cincinnati car would be counted as three moves: Boston-Albany on train 405, Albany-Buffalo on 41, and Buffalo-Cincinnati on 15. Sleepers that ran only on Saturday or Sunday were excluded.

Actually, a bigger change was from the April 28, 1957, timetable to the October 27, 1957, card, as sleeper movements

Two photos, J. David Ingles

Still listed as carrying four sleeping-car lines, the *20th Century* is on the last lap into Chicago's La Salle Street Station on October 30, 1966.

Typical of NYC sleepers which lost their "Pullman" identification was 10235 *Passaic River* (at Detroit in 1961), among 97 *River* 10&6's in lot 6790 delivered by Pullman-Standard in 1948-49.

declined from 346 or so to 248—meaning the reduction from spring 1957 to fall 1958 totaled 115 cars (33 percent). Also reduced were coaches, and observation cars (from nine round trips to five). Many diners were downgraded—twin units to single cars, then to grill-diner-lounges, and finally to buffet service in 6-double-bedroom/lounge and coach/lounge cars. All this also helped minimize terminal switching costs.

Some trains were consolidated or shortened. Secondary runs were truncated at Cleveland, Buffalo, or Albany, with the through cars switched onto and off New York-Chicago trains. Examples include St. Louis/Cincinnati-New York, Chicago-Detroit-New York, and Boston-Albany. Most train numbers were also changed—secondary runs on the New York-Cleveland-Chicago main line got 200-series numbers, those on Big Four and Michigan Central lines 300 series, and Boston-Albany trains 400 series. Previously, these lines all had a mix of the three series.

The consolidations substantially reduced the number of required operating employees. Train crews on the New York-Cleveland-Chicago route, encompassing seven crew districts, could total 42 per one-way train. Combining the *20th Century Limited* and *Commodore Vanderbilt* in 1958 saved 42 employees—and introduced coaches to the *Century*'s consist for the first time. A mainline train of 12 to 15 cars required up to 20 on-board employees (excluding engine and train crews): porters, attendants, and dining-car staff. One dining car with two kitchen employees, four waiters, and a steward could be reduced to five people, or to just one if a buffet car provided the only food service. Pullman conductors were eliminated completely as NYC train conductors took charge of the entire train.

According to memos between Pullman and NYC, about 437 Pullman employees transferred over to the railroad, mostly porters and attendants. The "new" sleeping-car operation came under NYC's dining-car department, all spelled out in a thick manual that gave detailed instructions on all facets of the passenger department, including the flexibility to occasionally use porters and waiters interchangeably.

The Central did not have much of a parlor-car operation after World War II. Its premium parlor train was the *Empire State Express* on the New York-Buffalo-Cleveland/Detroit route, which included six parlor cars and two parlor-observations. Round-trip *Mercury* service, started in 1936 on some of NYC's Midwestern routes, mixed "streamlined" rebuilt commuter

ches and newer stainless-steel cars, cluding several parlors. NYC also ran parlors on the Chicago-Detroit *Twilight Limited*. During the 1958 changeover period, trains that required extra parlors were assigned 10 *Falls*-series 6-double-bedroom/lounges, noted in timetables as "sleeper as parlor."

NYC also lowered its deficit by other means. It sold whole fleets of prewar sleeping cars—for scrap, to other railroads and countries (mostly Mexico and Canada), as well as to individuals. This brought in needed revenue, eliminated maintenance and storage charges, and reduced the crushing taxes on rolling stock. Car utilization to protect daily service improved, once the practice of operating smooth-side and stainless-steel cars together replaced matched consists. Now, many sleepers could be turned the same day without waiting for a set of similar equipment.

The innovative transcontinental sleepers, between New York and Los Angeles and San Francisco, spearheaded by Santa Fe ["Transcontinental Trains—Close, but No Cigar," TRAINS CLASSIC 1999], had become expensive. In 1950 the service required six cars daily, or 36 a week, as it took six days for one car to return to New York. By 1957, daily "transcon" departures had dropped to just three, all to L.A., but that soaked up 18 sleepers a week. The cars were trapped in the dedicated service and not available in the daily pool. The last transcon car, via the *20th Century* and *Super Chief*, ceased on April 26 1958.

One innovation that interested the Central was Budd's introduction of the Slumbercoach, an economy sleeper accommodating 24 passengers in staggered-level single rooms and 16 in double rooms—40 passengers instead of the usual 22 or 24. Starting in 1959, the road leased four Slumbercoaches for the *20th Century Limited* and *New England States*. Ever economy-minded, though, the Central returned the cars to Budd two years later and rebuilt 10 of its own sidelined 22-roomette *Harbor*-series sleepers to "Sleepercoaches" with 16 single and 10 double rooms. The Budd-built cars found work on other lines including Burlington and Northern Pacific.

Did the New York Central pullout cause a domino effect for contracting railroads to opt out of Pullman sleeping-car operations? Not really. Rock Island, a smaller Pullman contractor and NYC's Chicago La Salle Street Station neighbor, quickly followed NYC, withdrawing its intraline sleepers effective November 1, 1958 (interline cars on the *Golden State* remained Pullman),

Two photos, New York Central

After trying Budd's Slumbercoaches in 1959, NYC created its own budget "Sleepercoaches" by rebuilding 22-roomette cars with 26 rooms, two of which posed for this publicity photo.

but there was no mass exodus. Lehigh Valley quit all passenger service, including 10 sleeper moves, in 1959, and St. Louis Southwestern canceled its one sleeper round trip, while the Canadian National pulled out in 1962. Most other railroads operating sleepers, however, stayed with Pullman until all contracts were dissolved in August 1969. Mexico followed in November 1970. Then, it was just a matter for the railroads still running what few sleeper lines were left to hang in there until the creation of Amtrak on May 1, 1971. ■

J. David Ingles

On July 21, 1962, the sleeping cars on Rock Island's *Rocky Mountain Rocket*, getting orders at Bureau, Ill., were in their fourth year of being operated by the railroad rather than Pullman.

When the crème de la crème soured:

The end of the all-Pullman limiteds

Which was last? My personal experiences with three nominees—IC's *Panama Limited*, PRR's *Broadway Limited*, and Santa Fe's *Super Chief*—may help you decide

By Karl Zimmermann

For roughly a century, Pullman was synonymous with luxury train travel in America, and at the pinnacle of that stylish sleeping- and parlor-car service stood the *crème de la crème*—the best. These were the all-Pullman flyers, trains so special that coach passengers were excluded, being relegated to generally (though not always) humbler trains often running on similar, if slower, schedules, with less-elegant dining and lounge facilities.

All-Pullman trains were never numerous, and most served large population centers. New York Central's *20th Century Limited* and *Commodore Vanderbilt*, and rival Pennsylvania's *Broadway Limited* and *General* linked New York and Chicago. NYC's *New England States* between Boston and Chicago carried no coaches, while Pennsy's *Pittsburgher* ran between its namesake and New York and its *Edison* between Washington and New York. Several Pennsy New York trains carried only Pullmans bound for points on connecting southeastern roads, though they had coaches south of Washington, D.C. One exception: Southern's New York-New Orleans *Crescent*, which carried no coaches north of Atlanta (to the south, it ran, with coaches, via Montgomery over West Point Route and Louisville & Nashville).

Baltimore & Ohio's *Capitol Limited* linked Washington, Pittsburgh, and Chicago, and its *National Limited* Washing-

Dan Pope collection

John S. Ingles

George Krambles; Peterson-Krambles Archive

Santa Fe's *Super Chief* (above left), minus the Hi-Level *El Capitan* cars during the summer, pauses at Las Vegas, N.Mex., in June 1967. At Central Station in Chicago in June '63 (top), an Illinois Central SW7 is coupled to the *Panama Limited*'s Pullman sleeper-observation-lounge car *Memphis*. The Pennsylvania's New York-bound *Broadway Limited* boards passengers at Fort Wayne, Ind. (above), on April 28, 1966.

ton, Cincinnati, and St. Louis. Pennsy countered with its Chicago-Washington *Liberty Limited* and the New York section of the *Spirit of St. Louis* (the Washington section carried a single Indianapolis coach). New Haven's afternoon New York-Boston extra-fare *Merchants Limited* was all-parlor car (with a dining car, of course), *i.e.*, all-Pullman and all-first-class.

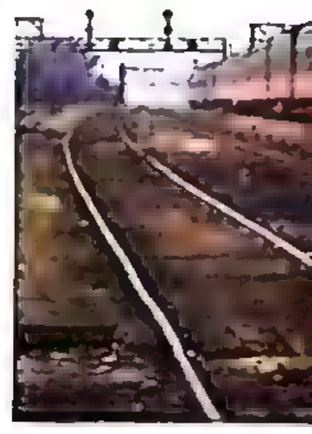
Out West, the Santa Fe offered two all-Pullman trains on the same Chicago-Los Angeles route via Albuquerque: the *Chief*, and later the even posher *Super Chief*. Earlier, and briefly, in the teens, the road had fielded the *Santa Fe de Luxe*, arguably the most exclusive train ever in the U.S. On the Pacific coast, Southern Pacific ran the Portland-Oakland *Cascade* and the *Lark* between Los Angeles and San Francisco.

In the Midwest, the flagship of Illinois Central was the all-Pullman Chicago-New Orleans *Panama Limited*, with a section from St. Louis. Chicago & Alton's Chicago-St. Louis main line—on which George M. Pullman ran his first sleeping cars in 1859—hosted the all-Pullman, non-stop *Midnight Special* from 1923 until 1943, when wartime restrictions forced equipment assignment changes. The train name dated from 1905 and lasted until Amtrak on May 1, 1971; it last carried sleepers in December 1968, Alton successor Gulf, Mobile & Ohio's four unique 1950 ACF 4-section/8-roomette/3-double-bedroom/1-compartment Pullmans. On the East Coast in winter, the seasonal *Orange Blossom Special* and *Florida Special* connected New York and the Sunshine State.

Through the 1950's and into the '60's, of course, the American passenger train slid down the slippery slope that ended with Amtrak's inception. The National Interstate and Defense Highways Act was passed in 1956, and soon jet aircraft began linking more and more cities, becoming the businessman's mode of choice. Fierce belt-tightening became the mode among passenger railroads, and adding coaches to all-Pullman trains was an obvious expedient.

Selecting superlatives can be an irresistible challenge—first, last, longest, shortest, best, worst—and can be difficult. Consider "the last all-Pullman train." Would identifying such be simple, just a matter of browsing through timetables and the *Official Guide of the Railways*? No. There are subtleties, and sometimes contentious matters of definition—Chesapeake & Ohio's all-Pullman Washington-White Sulphur Springs (W.Va.) *Resort Special*, for example, lasted until November 10, 1968, but it ran only twice a week, and not during the winter. Keeping all that in mind, I nominate three daily-service contestants: IC's *Panama Limited*, PRR's *Broadway Limited*, and Santa Fe's *Super Chief*. Only the *Broadway*'s last day as an all-sleeping-car train is unambiguous: December 13, 1967, when Nos. 28 and 29 ended their runs in New York and Chicago, respectively. ("All-Pullman" is another issue, to be considered later.)

In the last lovely, if compromised, days in the run-up to Amtrak, I had personal experiences with all three of those trains, two after they had clearly lost their all-Pullman cachet, and one that may or may not have had it when I rode. Was I just in time, or just too late? That question haunted me



Still all-Pullman from end to end, IC No. 6 roars north in June 1960, ready to brake for its south suburban station stop at Homewood, Ill.

back in 1969 and 1970 when my forbearing wife, Laurel, and I scrambled to experience the last of America's great surviving passenger trains.

Panama Limited: "Wayne's baby"

The *Panama*'s credentials as "last of the last" may be the flimsiest, though browsing *Official Guides* through 1968 might lead you to a different conclusion. "The Panama Limited," you'll read, "All-Pullman Streamlined Train—Radio—No Coaches."

Paul Reistrup, who in 1974 would become Amtrak's second president, was vice-president, passenger services, for Illinois Central in the *Panama*'s final years. In that role he had something of a tightrope to walk.

"When I moved over from B&O/C&O in 1967," Reistrup recalled recently, "William B. Johnson, IC president since early 1966, gave me an ultimatum: Within a year and a half, I was to eliminate half the intercity passenger trains, which were responsible for out-of-pocket losses of about $35 million annually. As it turned out, in 18 months I got rid of 18 trains."

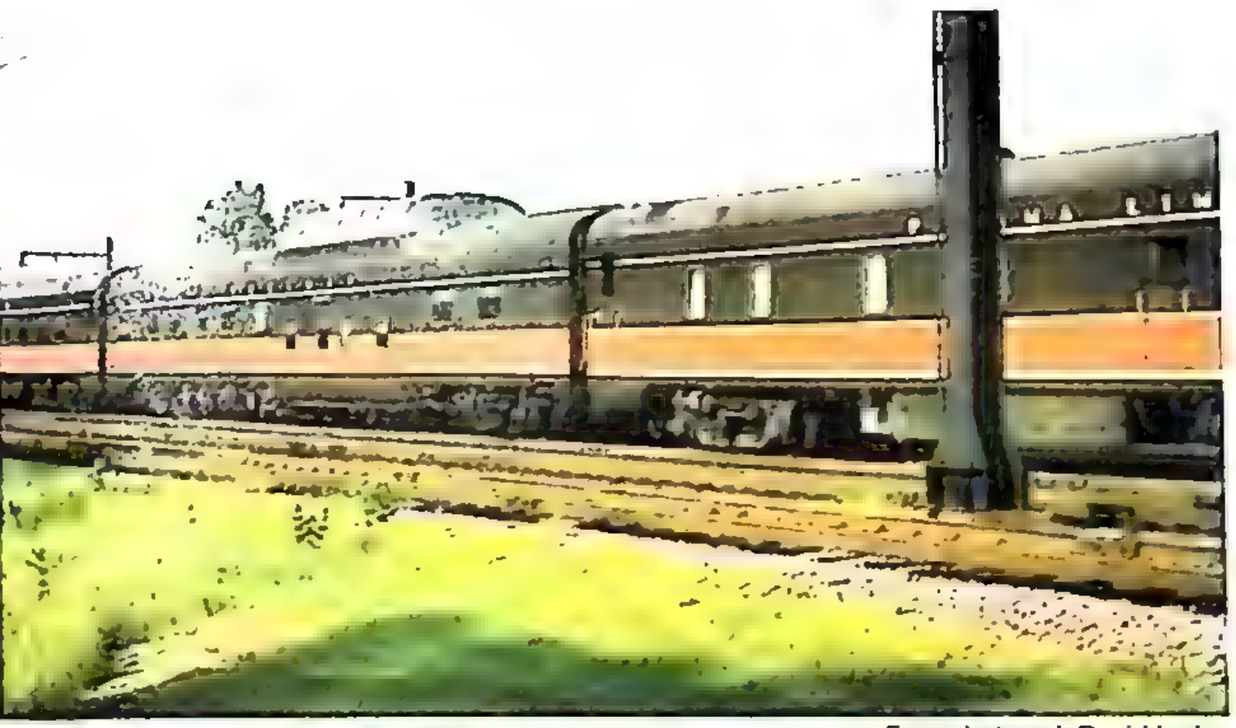
While ridership on IC's daylight Chicago-New Orleans coach streamliner *City of New Orleans* remained strong, the all-Pullman *Panama Limited*'s patronage was slipping (on one 1966 trip, the passenger count was 16), putting the train deeply in the red. On the other hand, coach traffic on the "Main Line of Mid-America"—Chicago-Memphis-Jackson, Miss.-New Orleans—remained robust, much of it families who had migrated north returning home for visits. "The City" typically ran 18 cars long and often in two sections, the first (sometimes 12 to 14 cars) going only as far as Memphis, or occasionally Jackson. With jets eating into Pullman patronage, the stopgap solution for the sagging *Panama* was obvious: add coaches.

There was, however, a hitch. The *Panama* had at least one friend in a high place . . . IC's headquarters. Wayne A. Johnston, chairman of the board, loved the *Panama*.

"It was his baby," Reistrup recalled. Promoted to president in 1945 upon the unexpected death of his predecessor, John L. Beven, Johnston ran the Illinois Central until 1966, when Bill Johnson (no "t") took over the presidency and Johnston stepped up to the chairmanship. "Each morning," Reistrup recounted, "Wayne Johnston would get up from the desk of his office in Chicago's Central Station, go to the window overlooking the tracks, and pull his gold watch from his vest pocket. When it read nine o'clock, if the nose of the *Panama Limited*'s lead E unit was not sliding under his window, he'd buzz Otto Zimmerman, vice-president, operations.

"'Zim,' he'd say, 'Where's the *Panama*?'" In an era less fastidious about pushing speed limits a bit, Zimmerman would do anything to keep No. 6 on time. He was an old-line, cigar-smoking, traditional operating man who would say to Johnson, as Reistrup remembers, "Bill, you think that the railroad

In 1970, the Panama was "still a fine train where standards are maintained."



Four photos, J. David Ingles

For a few winters a half century ago, the *Panama* (top, in 1960) carried a Pullman dome sleeper off Northern Pacific's *North Coast Limited.* On June 11, 1969 (above), 28-year-old E6 4003 led No. 6 at Homewood, Ill.

is just a real-estate bonanza encumbered by tracks." (In fact, when "W.B.J."—as Bill Johnson was known—stepped down as IC president in 1969, he continued to lead parent Illinois Central Industries, a holding company rich in real estate and Chicago air rights.)

With W.B.J. perhaps out for the *Panama*'s scalp, at least as an all-Pullman train, and Wayne Johnston ready to act as its protector, what to do? The answer was the *Magnolia Star.* Effective October 29, 1967, this was an "all coach, streamlined train" which commanded a "special service charge from Chicago to New Orleans" of $5. It was, of course, a phantom. The initial consist was simply one café club car and one deluxe coach, designated MS-1 and MS-2.

"Please arrange to show the new MAGNOLIA STAR on all arrival and departure boards in stations," read a circular to superintendents, stationmasters, and ticket agents. "Also, all train arrival and departure announcements, both recorded and otherwise, should be corrected. Gate signs should also show both the PANAMA and MAGNOLIA STAR." The circular was issued by W. A. Johnston Jr.—IC's assistant vice president for passenger operations, who was Wayne's son.

From its inception until it was quietly dropped from the timetable in early 1969, ending the sham, it was really just a coach portion of the *Panama*. Except on the rarest of occasions—Christmas Eve, perhaps—the two names ran as one train, with a single crew, even sharing the same train numbers, 5 and 6. But was that such a terrible thing?

Illinois Central

"Where's the *Panama*, Zim?" IC boss Wayne A. Johnston would ask, eyeing Central Station tracks each morning from his office. In this publicity view looking north, the train pauses north of the platforms before pulling in to load passengers, as an NYC 4-6-4 Hudson looks on.

"We were dedicated to keeping the trains totally separate," Reistrup recalls. "Only the conductor and trainmen could go through from one section to another."

Although aficionados bemoaned the loss of purity, the coaches boosted the bottom line, just as Reistrup had predicted. In the fiscal year ending June '68, the *Panama*'s Pullmans averaged about 50 passengers, with a low of 15 and a high of 198, while the *Magnolia Star* added an average 46 coach passengers, with a low of 10 and a high of 203.

More compromises would be needed to bring down the *Panama*'s costs, however. Its long, illustrious history offered no protection. The train dated from 1911, when IC's premier service, the *Chicago and New Orleans Limited*, was renamed to honor the work going forward on the Panama Canal (for which New Orleans was the main supply point). Although the train originally carried coaches on the southern end of its journey, it became all-Pullman in 1916.

When the *Panama* was streamlined in 1942 with cars from Pullman-Standard (becoming one of the last great pre-World War II trains), its signature cars were 2-compartment/1-drawing-room/2-double bedroom/lounge-observations *Memphis* and *Gulfport*. These were unusual, and especially stylish,

in displaying the train's name in boxed yellow neon signs on their sides, below the windows.

By the *Magnolia Star* era, those cars were gone. *Memphis* had been wrecked on July 4, 1965, and effective September 1, 1966, *Gulfport* was removed from Pullman lease and became nameless parlor-observation 3312, with the sleeping rooms no longer used and the lounge seats numbered for parlor sale. The former *Gulfport* continued on the *Panama* until June 9, 1968; its running mate was parlor-observation 3310, built in 1947 for the Chicago-St. Louis *Green Diamond*. They offered parlor-car service between New Orleans and Memphis and between Chicago and North Cairo, Ill. One or two standard mid-train parlors also ran between Chicago and Carbondale, Ill., where business was most brisk. By this time, Illinois Central was operating the parlors, so the train was neither "all-Pullman" nor "all-sleeper," but it was "all-first-class." As I said—subtleties.

The twin-unit diners that had been *Panama* regulars since they were bought from Chesapeake & Ohio in 1950 (unused—intended for *Chessie*) remained for a time, but soon they too had vanished (along with the steward), replaced by single-unit cars. This was the *Panama Limited* Laurel and I encountered in March 1970—"a shadow of its former self" being the appropriate cliché, though a decent train that would last until Amtrak.

My notes on that trip are skimpy, possibly reflecting some level of disappointment, or perhaps there was just not much to say about a train that left Chicago at 5 p.m. and arrived in New Orleans at 9:50 the following morning:

"The *Panama Limited*, IC No. 5, Chicago-New Orleans. Bedroom D in *Cynthia*. This is still a fine train where basic standards are maintained, even if the paint and upholstery could use renewal. The full-length lounge is comfortable and attractive, and the bartender/steward very helpful. The diner was good in all respects, although we chose not to sample the 'King's Dinner,' still on the menu. The train ran on-time all the way."

That lounge I liked was one of two heavyweight coaches IC rebuilt in 1952 for the *Panama*. Why did we pass up the King's Dinner? On the menu, which I saved, the centerfold has a boxed come-on: "Adventurous tonight? Ask your waiter about the 'King's Dinner' —$9.85." The menu didn't list particulars, but in fact the meal included a Manhattan or martini cocktail, fresh shrimp cocktail or crab fingers (with special sauce), a Rosannay Cabernet d'Anjou, a fish course, charcoal broiled boneless sirloin steak with buttered mushroom slices, potatoes, and vegetables, a "special salad created by your waiter," and a "heady cheese with apple slices" or a dessert from the regular menu, coffee, and a liqueur.

Did the cost make us hesitate? The most expensive of the *table d'hôte* offerings (all of which included soup, juice, or fruit cup; potatoes and vegetable; salad; dessert; and beverage) was roast prime rib of beef for $5.40. Filet of sole, fresh Gulf Coast shrimp, fricassee of young chicken, or smoked sugar-cured ham cost less.

I wish I had another crack at the "King's."

Broadway Limited: Out of the shadow

Although the Pennsylvania was an old hand at stealthily combining trains (and in 1967 was again doing so), the *Broadway Limited*'s death as an all-sleeper train was the cleanest of the three contenders for "last of the last." One day it was

William D. Volkmer

J. David Ingles

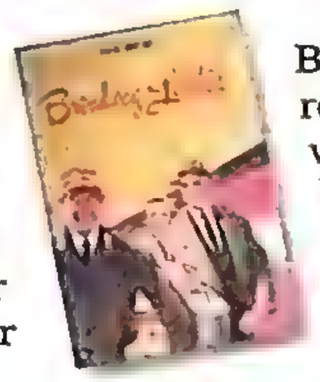
John Dziobko

Chicago's Englewood Union Station sees the eastbound *Broadway* arriving (top right) on May 19, 1961, and ready to leave (top left) in mid-1963. At Harrison, N.J. (middle right), in the early '50's, a Santa Fe transcontinental Pullman is behind No. 28's RPO as its GG1 meets a *Clocker*.

there, pulling out of Chicago's Union Station and New York's Pennsylvania Station, with all amenities: twin-unit diner, *View*-series sleeper-lounge-observation, and *Imperial*, *Creek*, and *Rapids*-series sleepers. The next day—December 13, 1967—it was gone. According to the *New York Times*, a PRR spokesman "said the *Broadway Limited* was the last all-sleeper train in the country."

Of course, the name lingered on—well into the Amtrak era, until 1995. But beginning on that 1967 day, the designation "Broadway Limited" went from trains 28-29 to 48-49, the old *General*, which for many years had been a classy running mate and for a time also was all-Pullman. Gone was the *Broadway*'s long-standing 6 p.m. westbound departure and 16-hour running time, replaced by the *General*'s 5:05 p.m. Manhattan exit and 40-minute-longer timing.

When it was discontinued, the *Broadway* was actually making a small profit on an avoidable-cost (rather than fully allocated-cost) basis, but the *General* performed slightly better and had the added utility of a Washington section, via Harrisburg. Along with its all-sleeper status, numbers, and schedule, the *Broadway* lost its signature cars: 2-master-room/1-double bedroom/lounge-observations *Mountain View* and *Tower View* (both preserved, at the Railroaders Memorial Museum in Altoona and Railroad Museum of Pennsylvania in Strasburg, respectively).



Ironically, the Broadway enjoyed perhaps its finest hour beginning in 1958.

Not too many months later, in August 1968, I caught up with the *Broadway* again (I had made earlier trips, but with no written record or specific recollections), and my sketchy notes from it paint a sad picture:

"The *Broadway Limited*, PC No. 49, Newark-Chicago, Bedroom A in *Tippecanoe Rapids*, a car in only fair repair. The half-lounge for sleeper passengers was full with passengers from New York City by the time we boarded, so we had drinks in our room while the five carloads of Four Winds Tour participants filed past us to the twin-unit diner.

"About 9:30 we tried the diner ourselves and, after abominable service, finally were given a very creditable meal. Later that evening, by dodging a persistent porter, we managed to view Horseshoe Curve from our sleeper's Dutch door."

Half a year into the Penn Central era, things were not great. And I knew what we were missing, since the previous March, Laurel and I had occupied Bedroom A in *Mountain View* from New York to Delray Beach, Fla., in seasonal use on Seaboard Coast Line's *Florida Special*. My parents rode in Master Room B.

Ironically, the *Broadway* enjoyed perhaps its finest hour in the decade before being stripped of its all-Pullman cachet. Prior to that, in its first half-century, the train had sailed in the shadow of its direct rival, NYC's *20th Century Limited*.

Train photo, J. David Ingles; Turquoise medallion photo, Robert P. Schmidt

Even when combined with *El Capitan*, as here rolling into Joliet, Ill., in November 1960, the *Super Chief* stood out, marked by its signature car, the Pleasure Dome lounge, whose 12-seat dining room's wall displayed the legendary Navajo Turquoise medallion (below).

After April 1958, however, when NYC combined the *Commodore Vanderbilt* (already with coaches) and the *Century*, PRR's all-Pullman *Broadway* finally had its day in the sun.

This had been a long time in coming. From its inauguration in 1902 as the *Pennsylvania Special*, through its first streamlining in 1938, to the first decade of its final re-equipping in 1948, the *Broadway Limited* played second fiddle. NYC's *Century* had more cachet, carried more passengers, ran longer consists, and operated many more extra sections. For a brief time beginning in 1958, then, PRR jumped on the opportunity to get the *Broadway* a little respect, upgrading maintenance and enhancing service. Aboard the twin-unit diners, where waiters wore smart uniforms with keystone patches reading "The Broadway" on their sleeves, menu choices were upgraded. Marketing became more aggressive, capitalizing on the train now being the only all-Pullman New York-Chicago service. In the first year, *Broadway* ridership jumped 14 percent, reversing a downward trend.

By this time, however, Pennsy was focused on discontinuing trains and downgrading services to shrink its debilitating passenger-operation deficit, and studies on combining the *Broadway* and *General* were afoot as early as 1961. The all-Pullman *Pittsburgher* perhaps was a harbinger. In 1956 PRR had renamed 22 Pullman sleeping cars assigned to this train—on which U.S. Steel was said to have space routinely reserved—to honor industrialists and merchants of the "Steel City." By the early '60's, though, the train (which never did lose money on an avoidable-costs basis) was in management's crosshairs.

In August 1969, were we aboard a legitimate all-Pullman Super Chief?

In September 1964, with the blessing of the Pennsylvania Public Utilities Commission, the *Pittsburgher* made its last run. The very next month PRR was back to the PUC with a similar termination request for the *Broadway*. PUC sent the railroad to the Interstate Commerce Commission, but the die was cast—it was only a matter of time, which came in December 1967.

On August 1 of that year, almost a decade after rival NYC did, Pennsy had ended its relationship with Pullman, taking over operation of its sleeping cars (except on routes involving other railroads). For its last four and a half months, then, the *Broadway* was not "all-Pullman" but "all-sleeping-car." Then it was neither, and by February 1968 the PRR itself was gone, into Penn Central and the nightmare to come.

Super Chief: Dignity, style, luxury

At the end of August 1969, Laurel and I had the good fortune to ride Santa Fe's *Super Chief*. Here my notes are more expansive, reflecting no doubt my happiness at being aboard that still-splendid train:

"The *Super Chief*, ATSF No. 18, Los Angeles-Chicago, Bedroom F in *Palm Arch*. That this train is the best in the country is beyond argument. We boarded at Los Angeles Union Passenger Terminal and headed immediately for the lounge in the 'Pleasure Dome' car, which was staffed by both a bartender and a waiter. In that handsome room we sipped delicious, hand-mixed old-fashioneds as No. 18 left the city.

"When we decided to dine, the regular diner was full, so we were escorted to a table for two in the 'Turquoise Room,' adjacent to the diner in the Pleasure Dome car. Here we had a true gourmet meal served impeccably in the grand manner by an incomparable waiter. After dinner we retired to the dome of the lounge car, which is furnished with revolving, parlor-car-style seats, to watch as we passed through Cajon Pass. The entire evening was characterized by quiet, dignity, style, and luxury.

"On our trip, as all summer, No. 18 ran in two sections: the first the all-Pullman *Super Chief*, the second the Hi-Level coaches-only *El Capitan*. Thus during a good part of the year the *Super* brings back the tradition of the all-Pullman train."

Well, probably. The verdict might hinge on how observant I was about our consist. In immediately prior summers, 1967 and '68, when the *Super* and *El Cap* ran separately, this notice for the *Super Chief* appeared in the *Guide* and in Santa Fe timetables: "June 5 to September 2, Reclining Seat Leg Rest Cars . . . also separate Dining Car and Lounge Car will be operated for Chair Car passengers." So in peak seasons, when the plebeian (though stylish in its own right) *El Capitan* ran on its own, in snuck some plain-vanilla, single-level coaches to spoil the *Super*'s claim to all-Pullman purity. Though not a secret, I suspect this consist detail is not widely known.

In summer 1969, that changed again. Year round, through

Monty Powell

No combined consist here as an all-Pullman "Super" drifts downhill from Edelstein, Ill., on July 22, 1962, toward its stop at Chillicothe.

J. David Ingles

Whether combined or not, a drumhead brought up the *Super Chief*'s markers, as here on 4-4-2 *Regal House* at Joliet, Ill., on July 25, 1965.

the April 1971 issue, the last before Amtrak, *Official Guides* and Santa Fe timetables contained in boldface headlines: "Super Chief—All Private Room Sleeping Car service Chicago, Kansas City and Los Angeles." More important, the notation about "Reclining Seat Chair Cars" is absent. My guess is that my August '69 trip was indeed aboard a legit all-Pullman train. Looking back across 40 years, I suspect that business had slipped to where coach patronage could be handled by *El Cap*'s Hi-Levels, so the *Super Chief* was "reduced" to all-Pullman status again. How odd, if declining patronage indeed created the last true all-Pullman train in America!

Plus, in the off-season, so what if it was coupled with *El Cap*? Weren't the two sections kept totally discrete? Didn't the *Super* portion retain all the amenities of its all-Pullman days, save a round-end observation car? I'm sure I wasn't the only one who deemed it the nation's finest train, and John Reed, then Santa Fe's president, was determined to keep it so.

In the 1950's and '60's, with the American passenger train approaching and then in its death throes, Santa Fe remained staunchly pro-passenger. Remarkably, then-president Ernest Marsh as late as 1962 ordered 24 Hi-Level cars for the *San Francisco Chief*, adding to the 55 cars his predecessor, Fred Gurley, had ordered to re-equip *El Capitan*. After Marsh came Reed, and on his watch Santa Fe prevailed in several contentious train-off battles, the most notable involving the *Chief*. But Reed believed what passenger trains Santa Fe ran, should be run well, and the *Super Chief* surely was, right to the end.

Reed came close to keeping Santa Fe out of Amtrak. He studied the economics of that option closely; had Santa Fe been allowed to run only those trains that Amtrak eventually did—the *Super Chief/El Capitan*, *Texas Chief*, and *San Diegans*—the railroad might have stayed out. So seriously did Reed take the public relations value of the name "Super Chief" that in 1974 he would withdraw from Amtrak permission to use it when he judged standards aboard his once-prized train to have become unacceptable.

In any case, in August 1969, Laurel and I were the direct beneficiaries of John Reed's positive attitude toward his railroad's flagship.

Upon further review

So, here's my scorecard for the "last" all-Pullman limited: The *Panama Limited* was truly all-Pullman until November 1967 and sneakily so, on paper, for a time thereafter, carrying *Magnolia Star* coaches on virtually every trip. The *Broadway* was totally pure until December 1967 and unambiguously impure thereafter. The *Super Chief* offers the most complexity. On the one hand, it was the earliest of the three to compromise, running combined with the all-chair-car *El Capitan* off-season beginning in 1957 and later slipping single-level coaches into summer consists. Still, for uncompromised quality, all-Pullman in style, substance, and effect, right into Amtrak, my vote goes to the *Super Chief*, hands down.

In prize-fight terms, the winner on a TKO has to be the *Broadway Limited*, but it was the *Super Chief* that remained, to the very end, the real knockout. ■

Pageant at Ashley

L&N diesels and Illinois Central steam staged a two-act small-town play in 1957

By Jim Shaughnessy • Photos by the author

The tiny town of Ashley was important, I'm sure, to the 600-some folks who lived in it, or worked there, but otherwise it was, like hundreds of other Midwestern hamlets, only a dot on the map in south-central Illinois. On the other hand, Ashley a half-century ago still had something that many other similar communities across America once had, but even by 1957 were long gone—an active railroad station.

In fact, Ashley had two: Illinois Central's and Louisville & Nashville's. On September 2 of that year, L&N's for a short time served as an outdoor stage where a scene from a theatrical pageant portraying America's past played out. The entire experience reminded me of Brigadoon, that legendary Scottish village that appeared for only one day every 100 years.

Ashley was where L&N's line linking St. Louis, Mo., Evansville, Ind., and Nashville, Tenn., crossed IC's busy "Main Line of Mid-America" running from Chicago south through the middle of the Prairie State to Cairo, then Memphis, Tenn., and eventually New Orleans. Clustered near the diamond crossing were an IC interlocking tower and the stations of both railroads.

I was on a long Labor Day weekend auto trip with Chicago-based friends John Pickett and Ray Buhrmaster. Our objective was to seek out the few remaining IC and Burlington Route steam locomotives still running in southern Illinois. We had just visited Centralia, where the CB&Q still operated some 2-8-2's to serve the surrounding district's coal mines and some big 2-10-4's to haul the coal trains north. After our interlude with the pictured IC 2-10-2 in Ashley, we would see more IC steam activity at Carbondale, Ill., and finally at IC's big shops and terminal at Paducah, Ky., before we returned north two days later.

It was mid-afternoon on Labor Day when, after leaving Centralia, we first had a brief encounter—an overture, if you will—at Irvington, a hamlet halfway to Ashley. Spotting a long, steam-powered southbound freight, we went over to see it, and found IC 2-10-2 2702

Star of the "pageant" was Illinois Central 2-10-2 2702, one of 69 among a series of 125 early-1920's Lima engines rebuilt at Paducah shops. During the move to set out cars for Ashley customers (above), the brakeman waits for the engineer to move south of the switch so he can realign the points for the backup move into the spur.

"The curtain raised" on our Ashley interlude with the noisy arrival of L&N's Nashville-St. Louis local train 92, a "maid of all work" (far left). After its short pause at Ashley's picturesque depot, it rumbled off (left), and the mail handler hauled the wagons across the L&N track and then across the IC to his vehicle, setting the stage for "Act II."

The "overture" to our Ashley "pageant" began south of Centralia, Ill., at Irvington, where we found the 2702 in a siding, waiting for a passenger train. Soon Illinois Central's every-third-day streamliner *City of Miami* came slamming through behind a pair of E9's (above). We then set up for an action shot of the 2702 (above right) before heading on down to Ashley.

Amidst the set-out moves by the IC 2-10-2 on its local, the towerman let an eastbound L&N freight behind two F7's, which met No. 92 somewhere to the west, proceed through Ashley.

"in the hole" for another train. This turned out to be the every-third-day streamliner *City of Miami*, train 53, due out of Centralia at 12:39 p.m.; it soon came slamming through with about seven cars behind a pair of E9's.

We set up for a nice action shot of the freight south of Irvington, then went on to Ashley, where the 2-10-2 had been halted again, by the towerman, north of the L&N diamond. Again a passenger train was the reason, as the time was nearing for No. 92, L&N's westbound Nashville-St. Louis local, to make its daily stop at 1:41 p.m.

It was then that the "curtain raised." L&N's depot at Ashley had all the elements of the classic rural American railroad station. A platform of creosoted boards, laid perpendicular to the single track, filled the area between the building and the rails. The one-story wooden building was painted gray, with white door and window trim, and had a raised platform area around the front and end of the freight-house portion of the depot. The roof extended out from the building, providing shelter outside the passenger and freight sections and overhung at each gable end to form an arch-like effect over an open area beneath, supported by a column at each corner. On the platform, two baggage wagons loaded with mailbags were spotted just about where the RPO car usually stopped. Farther down the platform, several passengers milled around. Two old gentlemen, apparently "regulars," paced back and forth, chatting with the mail handler and each other.

In a southward view from the Illinois Central freight house platform, the local's conductor and a brakeman swing aboard the 2-10-2 to ride south to the switch for the spur track.

Soon a headlight appeared to the east, accompanied by much horn-blowing for several grade crossings. Led by L&N FP7 610 and a Geep, the train clattered across the IC diamond and eased to a stop at the platform. No. 92 was a typical working local, with three baggage or mail storage cars, an RPO, and two coaches. The frenzy of activity was short-lived, and the train left toward St. Louis; it was carded to make 16 stops in the 165 miles between Evansville, Ind., and its terminus—one about every 10 miles! Once again, quiet settled over the scene as the two old guys strolled toward their cars and the mail handler hauled the wagons toward his waiting truck.

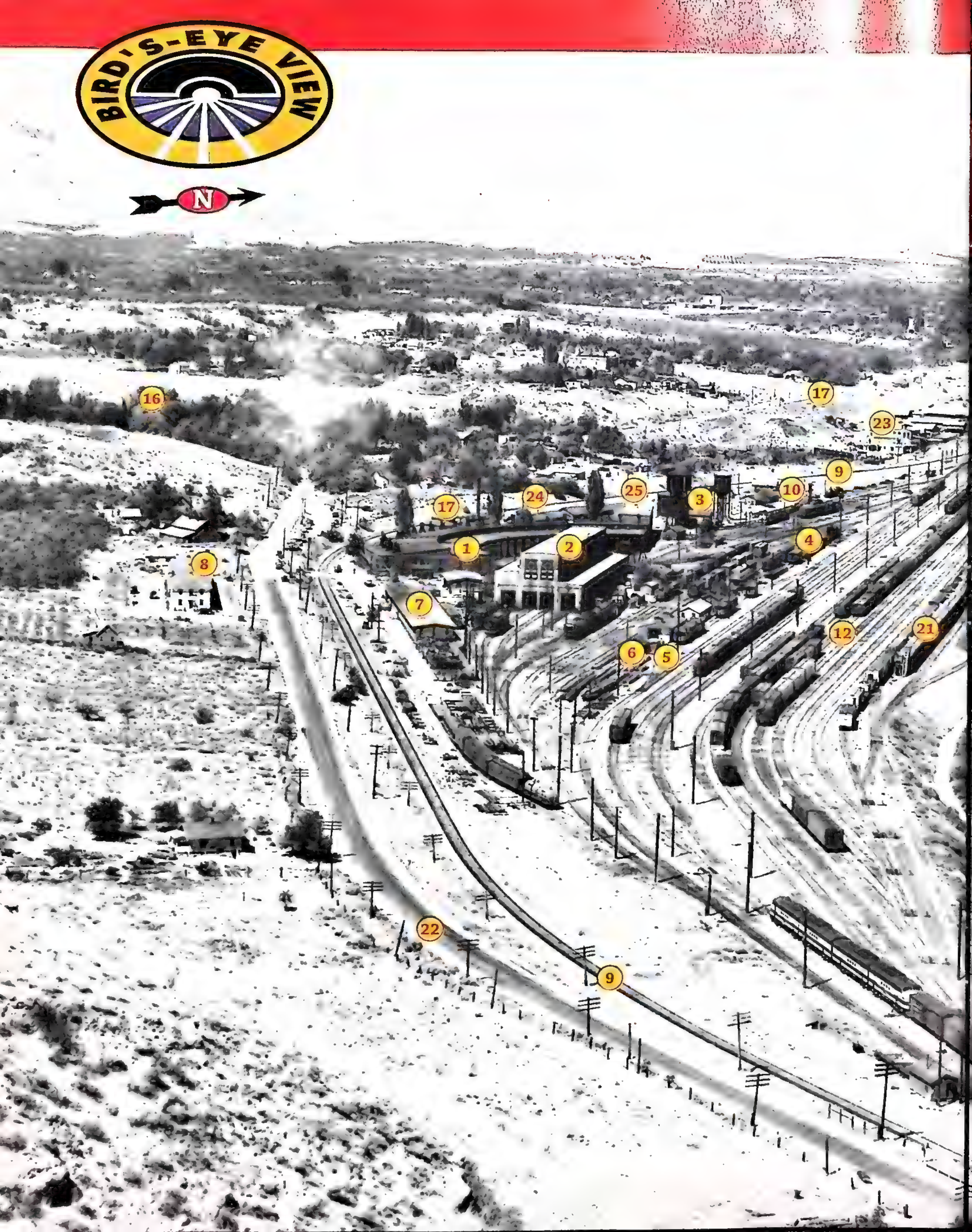
Then Act II of the pageant began. The 2-10-2 had cut the first two cars off its train's front, a tank car and a reefer, and clanked south across the diamond to spot them for customers. The crew then picked up an empty Seaboard boxcar to go south. Before the towerman let the 2-10-2 return to its train, though, an eastbound L&N freight, held west of Ashley someplace to meet No. 92, rumbled through behind a pair of F7's.

After the L&N cleared, the IC 2-10-2 backed over the diamond with the one car toward its train up to the north. As the crew coupled up and made their brake test, the fireman bailed Illinois soft coal into the firebox to build boiler pressure for the impending departure. With two blasts on his whistle, the hogger opened the throttle and the big 2-10-2 started to move . . . slowly at first, but gathering speed with each revolution of the driving wheels. As the engine neared the diamond, the stack had cleared of the heavy smoke and sharp exhaust beats were increasing in volume and pace as the engineer got his train speed up to about 25 mph. The 10 drivers banged across the diamond, followed by a seemingly endless clatter of freight-car wheels.

As the side-door caboose faded into the distance to the south, a curtain of silence rang down over Ashley . . . for the moment at least, until the next act opened in a few hours. ■

Its work at Ashley done, IC 2702 gets its long train up to speed and heads south, ringing down the curtain on our short small-town pageant.

BIRD'S-EYE VIEW



East end of GN's wires

Appleyard in Wenatchee, Wash., in 1947

About halfway between Seattle and Spokane on the former Great Northern main line sits the Columbia River valley town of Wenatchee, Wash., first reached by GN in 1893 and today boasting 30,000 people. This is apple-growing country, and when GN opened its new, longer electrification—a 1920 plan of President Ralph Budd—east from Skykomish 73 miles to Wenatchee in fall 1928, GN named its 50-acre terminal 2½ miles south of town Appleyard. The facility was finished in late 1922. This electrification was part of GN's project to build its third, 7.79-mile-long, Cascade Tunnel, which was dedicated January 12, 1929. This 1947 morning company photo from a bluff shows a freight arriving from Spokane behind FT diesels and another up toward the town, departing behind electric motors. A close look seems to reveal two steam engines, one whose tender sticks out from a roundhouse stall and another, in steam, up by the yard office. GN quit electric operation in 1956. Today, Amtrak's *Empire Builder* still stops in town, and BNSF changes crews here and uses 13 yard tracks for local business and to stage stack and vehicle trains. However, all the old terminal buildings are gone, many—already not in use—destroyed in an August 6, 1974, Burlington Northern tank-car explosion that killed two people, made a crater, and did $10 million in damage.

1 Roundhouse, 24 stalls, with 100-foot turntable
2 Electric locomotive shop, 4 tracks, built 1925-28
3 Water towers, oil tank (behind left water tower)
4 Maintenance-of-way equipment tracks
5 Caboose tracks • **6** Freight-car repair tracks
7 Company storehouse
8 Crew hotel (privately operated)
9 Passenger main (top, to Seattle; bottom, Spokane)
10 Coal-chute site/sand area • **11** Yard office
12 Classification tracks
13 Reefer heater house • **14** Track scale
15 Columbia River
16 Squilchuck Creek (flows beneath yard)
17 Powerhouse (or boiler house)
18 Columbia Ice & Cold Storage Co. • **19** Ice house
20 Ice unloading track • **21** Icing platform
22 Malaga-Alcoa Highway (Wenatchee Ave.)
23 Slaughterhouse complex (non-railroad)
24 Section-crew quarters • **25** Machine shop
26 Downtown Wenatchee

Photo: GN, Research: William R. Edgar, Robert L. Edgar, Cordell Newby, Phil Gjevre, Jerry Hilton, Great Northern Rwy. Historical Society

ALL THE WAY TO San Jose

A drive along Southern Pacific's Coast Line in 1954 yielded memorable steam photos

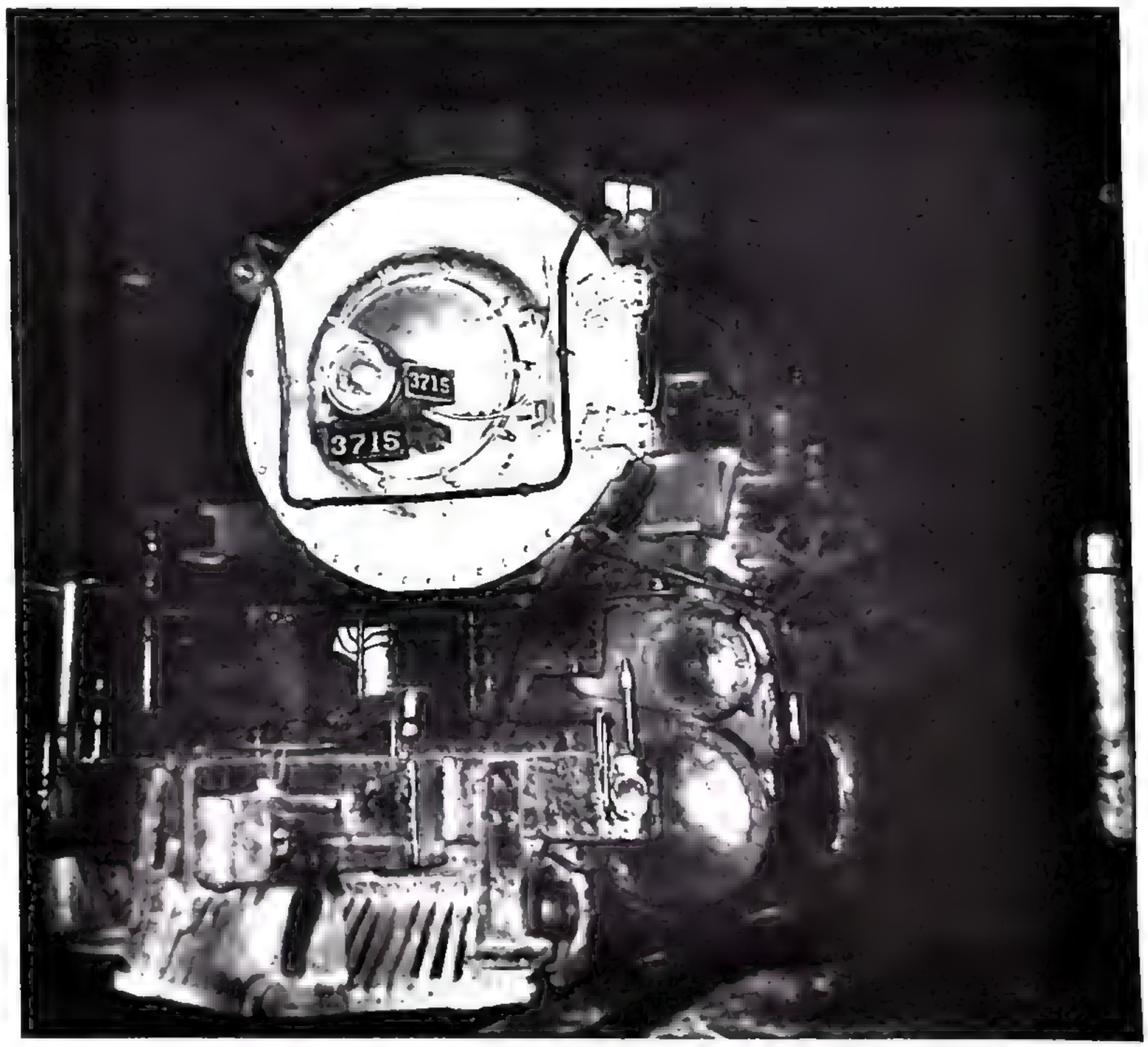
By Alden Armstrong, as told to Tom Dill • Photos by Alden Armstrong

My experiences in early railroad photography are a bit unusual, perhaps, because I owe a big debt of gratitude to my mother, as well as to my father and uncle, as is the case with many men.

I was born in Los Angeles in 1939 and lived in Highland Park, Calif., all my life until I retired and moved to Grand Junction, Colo. Dad, too, liked railroads, and when I was an infant he would take me trackside to watch the Santa Fe trains pass—I guess you could say I was influenced by trains since I was knee-high to a side-rod.

Also, Dad and my uncle would set up a model train set when I was little and let me watch. This led to my interest in model railroading, which I still enjoy. Dad died in 1945, and my uncle was killed in 1946, so it was left to my mother, Jeanette, to foster my love of trains, beginning when I was 7. As I, and my interest in trains, grew, Mom would drive me all over California to take train pictures when school was not in session. Many of her friends thought she was crazy, but she too had an interest in photography, so we had some pretty decent cameras: a Kodak folding 630, a Brownie movie camera, and an Argus C-3, the 35mm state-of-the-art for the early 1950's. Mom, who had the patience of Job, had a true understanding of her son's love for trains.

My very first railroad photo was of Southern Pacific diesel 1000, an SW1, taken at Fruitvale, near Oakland. Interestingly, both it and me were of 1939 vintage! In fact, No. 1000 was the first diesel SP purchased. My mother's best friends, Vic and Audrey, had moved to the San Francisco Bay Area. Vic had been a locomotive fireman on SP's Los Angeles Division, primarily working the helper engines out of Indio, Calif., in the desert on the Sunset Route. When he was going to have to take a transfer



San Jose, 1954: While passengers off *Daylight* 99 (above, at right) stretch their legs, Pacific 2484 backs past to couple to No. 255, the Oakland connection. To the left are ex-Cotton Belt 4-8-4 4486, on the *Coast Mail*, and 4-8-4 4402, on commute No. 151 for San Francisco.

to the Imperial Valley, Audrey told him to find another job, because Indio had been bad enough!

So, Vic got a job in Oakland with a construction company. My mother was a schoolteacher, so we would make trips to the north during Easter break, summer vacation, or the Christmas holidays. We would either go by car or take SP train 99, the *Coast Daylight*. As I was now in my early teens, I was old enough to sometimes travel on my own. (In those days, the world was safe enough to put a kid on the train and not worry about him getting in trouble.) The *Daylight*'s crew, especially the porters, would keep an eye out for you.

The Bay Area was wonderful, as one could ride the Key System electric trains to many locations. I often rode the Key trains from Oakland to San Francisco, where I'd transfer to the San Francisco "Muni" streetcars for a ride down to SP's 3rd and Townsend depot or farther south to Bayshore yard.

My favorite SP location, however, was San Luis Obispo, about midway

On Alden Armstrong's 1954 trip, the San Luis Obispo roundhouse (top) stabled (from left) 2-10-2 3702; GS-5 4-8-4 4459; and 2-8-0's 2836 and 2557. His mother, Jeanette, stands next to the corner of the roundhouse, whose interior (above) was "a magical place for a young lad." An "SLO" regular, 2-10-2 3715 rests inside after having helped train 75, the overnight *Lark*, westward earlier in the day.

The first train Alden Armstrong saw at the San Luis Obispo depot was No. 72, the eastbound *Coast Mail*. After stopping, GS-4 4437 cut off and was replaced by another 4-8-4 for the run to Los Angeles. This was common on mail trains, whereas power on the other passenger trains generally ran through.

between Los Angeles and Oakland, near the Pacific coast. I had first seen the place in 1951 from a coach window on my first train ride north. At "SLO," it was exciting to watch the action at the roundhouse and in the yard. I recall watching the 2-10-2 helper being added ahead of the *Daylight*'s 4-8-4 road engine while our train was stopped at the depot, and then viewing the pair of locomotives "strut their stuff" while rounding the curves on Cuesta Grade. When we'd drive to and from Oakland, we always made a point to stop at San Luis Obispo and see what was happening, usually planning so we would arrive about the time either the *Daylight* or *Coast Mail* was in town.

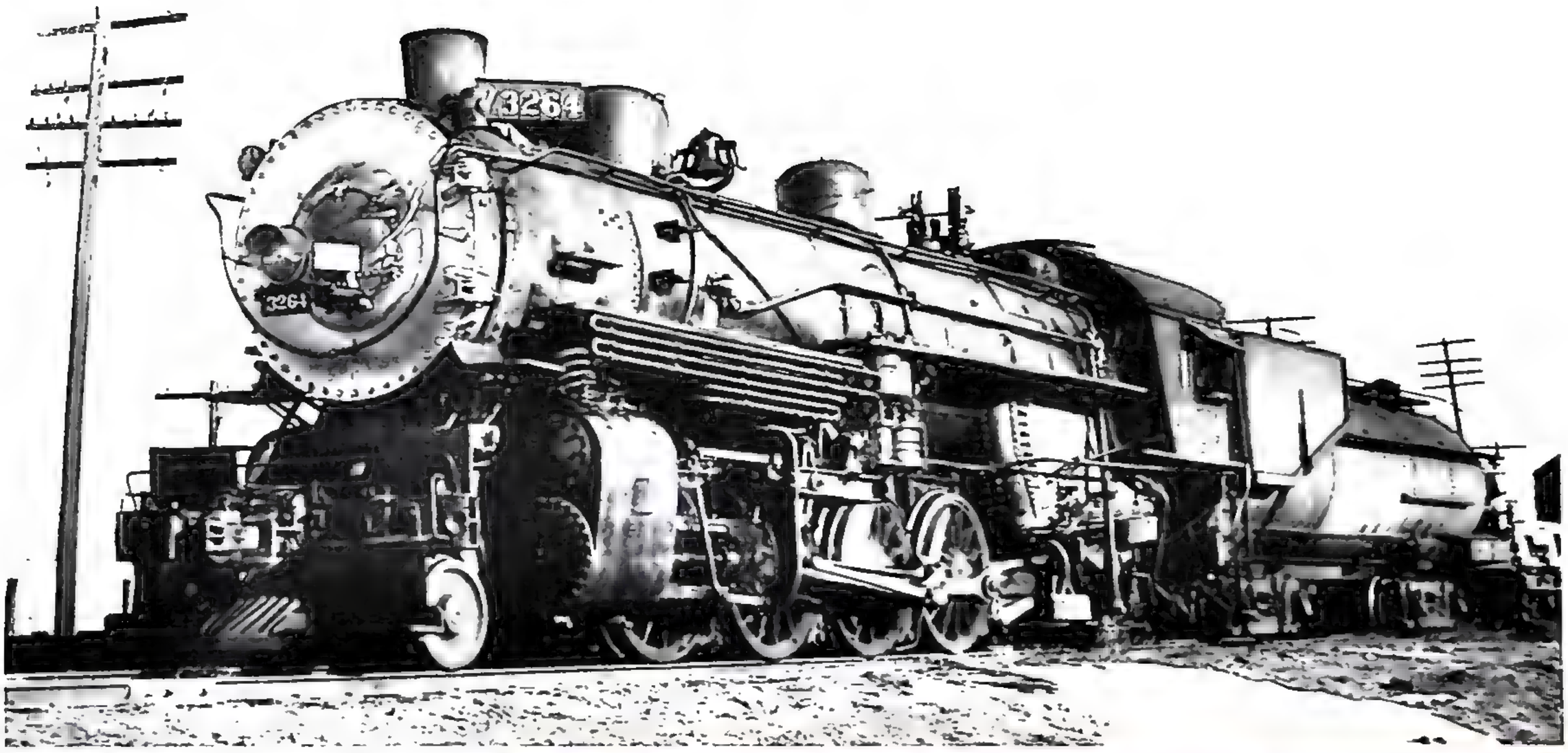
On one of these trips I met Malcolm "Mac" Gaddis, who worked in the San Luis Obispo roundhouse. He was typical of the men who worked there—always friendly and helpful. They went a long way to convince me that the SP was the best railroad anywhere. The photos I took at SLO, and there were many, were taken with the help of, or lack of interference from, the employees. (While we generally had no problem wandering around at "San Luis," that was not the case at other SP facilities. I can't count the times I was kicked out of Taylor and Alhambra in Los Angeles! Finally in 1955, my mother was able to secure a pass which gave written permission for me to be on the property to take photographs.)

Mail train 71 barks out of San Luis Obispo behind 2-10-2 helper 3672 and GS-8 road engine 4486. In the distance, the GS-4 that brought the train up from L.A. backs toward the roundhouse. During the engine change, Alden and his mom gassed up their Chevy.

It was on one of our trips to the Bay Area, in 1954 when I was 15, I believe during the summer, that I photographed the action you see in these pages.

When Mom and I would arrive at San Luis Obispo, we first would check out the roundhouse area. If Mac was working, he would show us around and fill me in on what was happening. If he was not available, we would usually just wander the roundhouse, then head up toward the depot.

Inside the roundhouse was a magical place for a young fellow. It was filled with the sounds and smells unique to steam railroading. All the locomotives made their own individual sounds while at rest. The groans from the firebox, creaks from the steam pipes, whir from the generator, and thump of the air



At either San Ardo or San Lucas siding, Alden and his mother ran across Extra 3264, the King City Turn, "in the hole" (above) for an eastbound. Soon, a set of F units blasted by with 920, a second-class freight out of Watsonville. Alden's black-and-white photo up front of the meet didn't turn out as well as the 35mm Kodachrome (right) taken by his mother as the F's passed the Turn's caboose.

pumps all created a unique symphony.

A favorite photo location was the road bridge at the north end of the yard. It was narrow enough that you could shoot one way, then run across to the other side and get a shot going away. The only drawback was that the oil in the steam engines' exhaust would leave you speckled with black dots when the locomotives passed underneath. Mom let this happen only once—from then on, she took up a vantage spot to one side of the bridge.

On this particular day, we were treated to something special. First, train 72, the eastbound *Coast Mail*, rolled into town shortly after 9 a.m. behind a "de-skirted" 4-8-4, No. 4437. Just after 72 departed, counterpart 71 came into the depot with another GS-4 on the point. The westbound mail train usually changed its road engine at SLO, and today was no exception. The big Northern came off and, as usual, was replaced by a helper and a road engine. Commonly the helper was a 2-10-2, today No. 3672, but the road engine, usually another GS-4, was a bit out of the ordinary: No. 4486, a GS-8 class.

This engine was one of 10 4-8-4's SP had moved west from its subsidiary, Cotton Belt, in mid-1953. Classed GS-7 and -8, they were assigned to the Coast Division and worked mainly in the commute pool between San Jose and San Francisco. Built in 1942, the 4486 had a decidedly non-SP appearance. About the only changes SP made were the addition of train indicators, a silver smokebox front, and a corrugated sheet steel pilot. By the end of 1954, half of the ex-SSW's had been reassigned to the San Joaquin Division, and it was seldom that one of the five remaining on the Coast Division would show up this far south.

We took advantage of the time mail train 71 was at the depot to fill the Chevy with gas so we could follow the train all the way to San Jose. After 71 departed, we headed north along Highway 101. At a siding south of King City, either San Ardo or San Lucas, we caught the King City Turn, powered by the 3264, one of two regular 2-8-2's (along with the 3251) used on this run. Equipped with footboards instead of a pilot, the 3264 was one of the last steam engines at San Luis Obispo, not being sent north to the Bay Area until mid-1956 to finish out its career. The Turn was "in the hole" waiting for an eastbound freight, which soon came by, pulled by a set of F units.

In a rare spot of sunlight on a gray afternoon, GS-8 4486, an ex-Cotton Belt 4-8-4, having caught up to the author and his mother with train 71, the *Coast Mail*, storms out of San Jose after having its consist reshuffled by the depot switcher.

All eyes are on the young photographer as he shoots a 3/4-angle of amply powered train No. 151 while his mother, Jeanette, stands under the trainshed talking with one of the crewmen. Alden photographed 4402 more than any other GS-1 class 4-8-4.

We did not see any other trains until we got to San Jose. Moreover, the farther north we drove, the worse the weather got. It was bad enough not seeing much train action, but the gloomy weather made things worse.

At San Jose, though, we hit the jackpot. It was overcast, and I had to use Plus-X film, which upset me at the time as I seldom used it and so was unsure how my photos would turn out. It proved to be the perfect film for those cloudy conditions, however.

The *Coast Daylight* had arrived from Los Angeles behind its usual streamlined GS-4 and was unloading passengers; some riders going through were out on the platform, stretching their legs before reboarding. In looking again at these old photos, I was reminded how most people traveling by train in those days dressed up for the occasion. Suits, ties, slacks, skirts, and dresses were normal attire.

I was not able to get a photo of the locomotive on the point of the *Daylight*. The train was long, and the head end was quite a ways from where I was. On the track nearest the depot was train 151 with 4-8-4 No. 4402 on the point. This was a GS-1, built by Baldwin in 1930 and a predecessor to the more famous streamlined *Daylight* 4-8-4's that came later. Next to it was the locomotive for train 255, the Oakland connection for the *Daylight*. This day, the power was No. 2484, one of the three Pacific types streamlined in 1941 for

Finally, 255, the Oakland connection, is ready to pull out to conclude the action. SP's San Jose station, at left, was built in 1935, its two-story waiting room decorated with a mural depicting early San Jose. These days it's called San Jose Diridon Station and is busier than ever, bustling with Caltrain and Altamont Express commute trains, plus Amtrak regional and long-haul runs.

use on the newly inaugurated *San Joaquin Daylight*. As a kid, I had taken many trips on train 255 (called the "Fruitvale Local" by some of the natives) and really loved it.

On the times I rode the *Daylight* from L.A. to Oakland, I was worn out by the time we reached San Jose. Despite my keen interest in trains, the day could be pretty tiring for a kid. At San Jose, though, the walk from train 99 over to 255 would wake me up a bit, plus I would always check out the engines. Upon boarding 255's older heavyweight cars, I would find myself plunged back into the plush seat splendor of another age. On its way to Oakland, this train went along the salt marshes, fields, and small towns that straddled the "East Bay."

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Soon after we drove up to the San Jose station, train 71 with the 4486 caught up to us and rolled in. While the depot switcher was busy handling its cars, the 2484 worked its way over to Track 4, where its train was being made up. Soon the *Daylight* boarded its passengers and departed for San Francisco. After about 20 minutes at the depot, train 71 was back together and highballed out of town.

Next to leave was evening commute train 151, which stopped at most of the stations between San Jose and San Francisco, running 47 miles up the Peninsula against the outbound commute fleet. Passengers off the westbound *Daylight* or *Coast Mail* destined for a Peninsula station where their train was not scheduled to stop could transfer to this train. Its locomotive this day, the 4402, was a Coast Line regular that stayed active until SP's final day of regular steam passenger service: January 22, 1957.

All too soon, the bustle and activity around the depot was over. The last train to leave San Jose during my brief interlude was 255. It would take about an hour and 10 minutes to get to Oakland, with intermediate stops at Fruitvale and Oakland's First Street Station. Its head-end traffic this day was very heavy. My photos show it having 9 or 10 cars, and, while not unusual, this was longer than normal. Pacific 2484 was often on this train and could easily handle the increased traffic. I always liked the looks of these semi-streamlined Pacifics, but several of my friends in Oakland called them "Buffaloes" because of their hump-like skyline casing atop the boiler.

All this action took place in less than a half hour. This was good for me, because by this time Mom was getting tired and was anxious to get going and finish our drive to Oakland.

Although the weather was dark, I am still glad I got the chance to photograph all the steam that day in San Jose. While I would visit the area many times again before the end of steam, seldom would I see as many active locomotives as on that 1954 trip up the Coast Line to the Bay Area.

Workin' on the Railroad

Mike Runey

The LV's man in Smithboro

We don't know the name of this lanky, pipe-smoking fellow, but he's as familiar to us as a figure in a Norman Rockwell painting. He's the agent-operator at a small-town depot—Smithboro, N.Y., to be precise, 9 miles out of Sayre, Pa., on the Lehigh Valley's line up to Auburn and Fair Haven, N.Y. The calendar behind him tells us it's March 1947, but the oil lamp on the wall, telegraph key and sounder, and trainsheet on the desk would be familiar to operators of many decades past. Here, a scissors telephone is modern equipment. Our man is setting the eastbound train-order signal, perhaps for the daily milk train, due out of Auburn at 9:45 a.m., into Sayre at 2:45 p.m.

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Bruce Butler

Brand-new NP U25C's 2500-2501-2502 blur past Connell, Wash., with fast freight 601 during their maiden westbound trip on June 4, 1964. Two test cars are cut in right behind the GE's.

trains and another for eastbounds. The westbound light would come on when a train went by the west switch at Paradise. It was customary to tell the dispatcher "Coming west, Plains" when this light came on. I quickly learned that I had less than 6 minutes for passenger and maybe 10 minutes for freights from the time the light came on until the train was there! This became painfully obvious to me one night when GN's *Empire Builder* blasted by at speed before I had time to hang its orders in the rack. The limited had to stop and back up to get its orders, and I had a mighty unhappy train crew on my hands! Fortunately for me they kept quiet about it.

The dispatcher droned through one order, then another, then a *third*.

When the dispatcher wanted to dictate an order, he would say "19 west, copy 4, Plains." This told me it was a form "19" order, for a westbound train, and to make four copies. Usually the same order would be copied at the same time by another station for delivery to a different train. There was just enough time after the light came on to copy and repeat *one* train order and then do the clearance and get them in the hoops and ready for the train. That is, if the dispatcher was responsive to the "Coming west, Plains" announcement, and was prompt in the dictation of the order and clearance.

In the event that things did not proceed in a quite so timely a fashion, I had an unauthorized "ace" ready. I would change the train-order signal to a "31" or red "Stop" indication. Technically, a "31" order was one where the train crew had to stop and sign an acknowledgment that they had received the order. By 1964 the "31" orders were virtually never issued, and I never copied one in my five years as a telegrapher.

But the real ace was that the "Stop" indication on the train-order signal at the depot would cause the next block signal to the east to display a yellow aspect to the westbound train. This told the crew that they could expect a red train-order board at Plains, so they would slow down and be prepared to stop at the depot. With the extra minutes gained by the slower running, I'd have enough time to complete the orders. When they were hung and ready for the train, I would change the order board back to the normal "19" position. Soon I would hear the diesels throttle

up when the engineer realized he did not have to stop. This was one of those little twists of the rules that was tolerated to make life easier for everyone.

After my experience with the *Empire Builder*, I didn't hesitate to use this technique any time I thought the train might be on me before I had the orders ready. Most of the time I was able to get the orders ready without causing the train to stop, but there was one exception that I remember quite clearly.

Gordon Fleming was one of the dispatchers who often worked second trick on the "Idaho East" segment between Spokane and Paradise. Gordon was a good dispatcher: methodical, careful, but also painfully *slow*! It seemed like it took twice as long to get through a train order with him as it did with the other dispatchers.

The situation on this particular night unfolded like this. Me: "Coming west, Plains." Gordon: "19 west, copy 4, Plains." I put the order board up to the "Stop" position. Gordon droned through one order, then another, then a *third*, and then he said, "Plains, do you see anything of that westbound yet?"

I lied: "I think I see his light coming around the corner east of town." In reality, the engine was stopped in front of the depot and the engineer was starting down the ladder of his F unit to see what the delay was.

Gordon said, "OK, clear 'em up." I wrote out the clearance, repeated it, got the OK, and folded up the orders and clearance for the head end just as the depot door opened. Before the engineer could say a word, I handed him the orders as I said, "Fleming's dispatching tonight." He didn't say anything, just heaved a big sigh as he turned around and headed back to the engine while I cleared the board to "19" and hung the orders for the caboose. I'm sure he envisioned a long night ahead before he tied up in Spokane.

I had been looking forward to a whole summer of action at Plains, but the GN got its line repaired in just two weeks and things were back to normal. I did get to stay at Plains for another three weeks, though, as the agent decided to take his vacation and I filled in for him. It was fun and interesting while it lasted!—*Bruce Butler*

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'19 west, copy 4, Plains'

For a kid telegrapher on the Northern Pacific, detouring Great Northern trains made Plains, Mont., a busy place

In the summer of 1964 I had just about the best summer job that a railfan college student could imagine. I was an extra-board telegrapher on the Idaho Division of the Northern Pacific Railway! My duties ran the gamut from "trick" train-order jobs on the main line to vacation relief for one-man agents in small towns on branch lines in eastern Washington.

After a short stint as Third Trick Operator at Connell, Wash. (where early one morning I saw NP's first three GE U25C diesels on their first trip west), I was instructed to go to Plains, Mont., to be a Second Trick Operator until further notice. Plains, normally a one-man day agency, was being opened as a 24-hour train-order office because of a massive washout on the Great Northern main line east of Columbia Falls, Mont. As a result, all of the GN's trains were detouring over the NP! A westbound GN train would leave its main line at Pacific Junction, Mont., just west of Havre, travel to Great Falls on the GN's secondary main line, and then continue on to Helena, Mont., on the GN. At Helena they would switch to NP trackage. They then ran on the NP to Sandpoint, Idaho, where they returned to GN rails to continue west to Spokane, Wash., and the coast. Eastbounds operated over this same route.

Plains is located 6 miles west of the NP division point of Paradise, Mont. Because of the sudden, large increase in train movements resulting from the GN detours, Paradise would be handling only eastbound trains moving onto NP's Rocky Mountain Division, and Plains would be the originating terminal for westbounds entering the Idaho Division. The 6 miles between Paradise and Plains was to be operated as a yard limit.

GN's westbound *Empire Builder* blasted by at speed before I had time to hang its train orders.

All freight-train movements on this single-track, automatic-block-signaled line were handled under train-order authority. The dispatcher dictated train orders and clearances to one or more train-order offices on the dispatcher's railroad phone line. The operator then repeated the order or clearance back to the dispatcher to ensure accuracy. The dispatcher would "Complete" the order or "OK" the clearance with the Superintendent's initials and the time of day. The operator noted this on the order or clearance. The system was quite similar to the track warrant system in use on many lines today.

Regular NP passenger trains were scheduled in the employee timetable and so did not require orders for movement authority; normally the only orders they received were slow orders or orders directing them to run so many minutes late. During the detours, GN passenger trains ran as a second section of the equivalent NP train. Freight trains ran as "fleets" of five to eight in one direction, usually with every siding filled with a freight headed the other way. Then a fleet would come

Bruce Butler

Three NP F units lead a 12-car train 2, the *Mainstreeter*, through Plains, Mont., in summer 1964. The depot's train-order signal projects above the third unit, while a mail pouch is ready to be snagged by No. 2's RPO.

from the opposite direction.

As the "originating" station for westbound trains, Plains displayed a permanent "19," or yellow, indication on the westbound train-order board. All westbounds received divisional slow orders, running meet orders, and a clearance form, which listed the numbers of the attached orders. Four sets of the orders were prepared, three for the train and one for the office file. The orders for the train would then be placed in strings attached to hoops, two sets for the head end, and one set for the caboose. The train was allowed to pick up these orders at speed from a trackside rack, which was turned to put the hoops within easy reach from the engine cab window or the caboose platform.

We had an indicator light in the Plains depot for a train coming in either direction, one light for westbound

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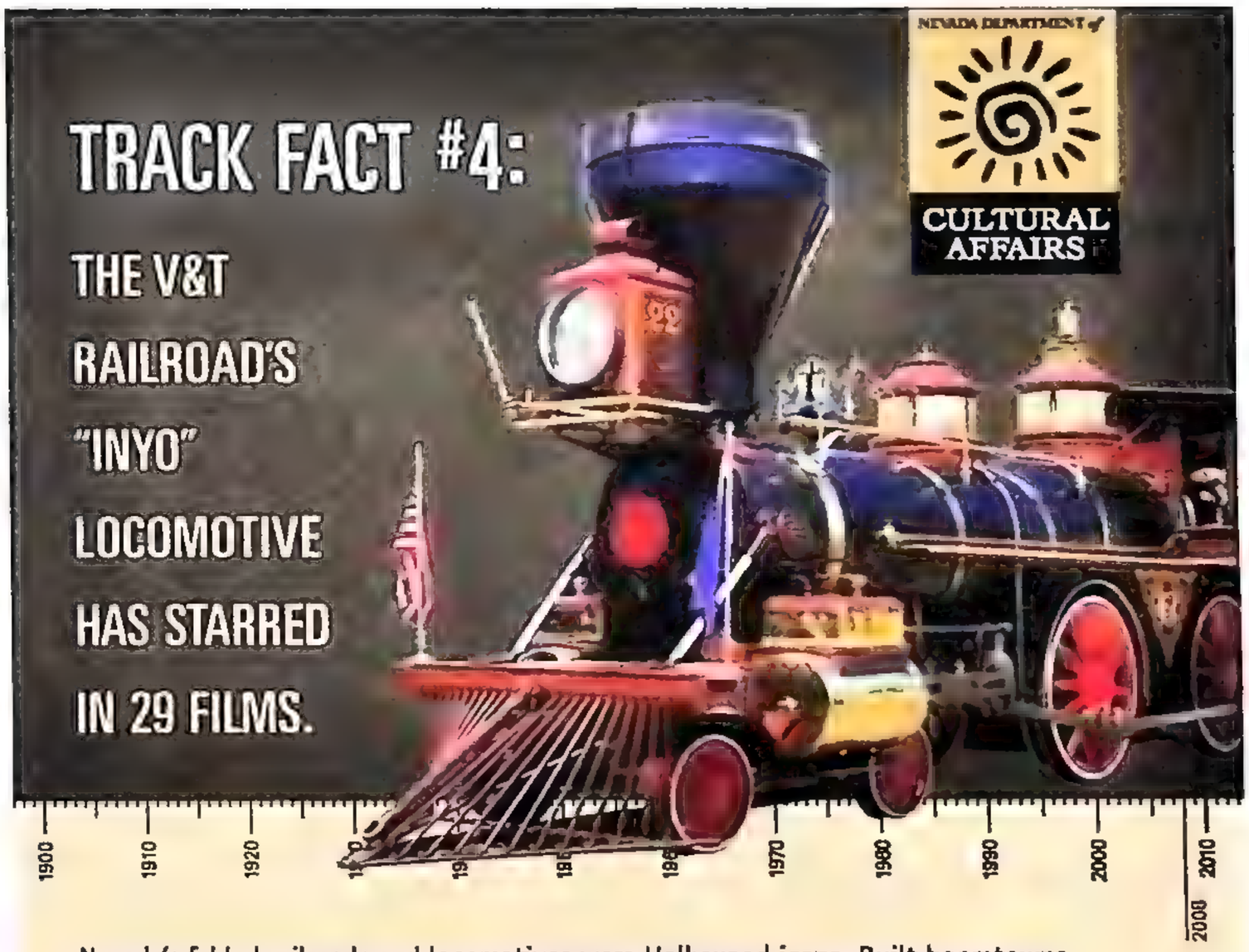

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Brand-new NP U25C's 2500-2501-2502 blur past Connell, Wash., with fast freight 601 during their maiden westbound trip on June 4, 1964. Two test cars are cut in right behind the GE's.

trains and another for eastbounds. The westbound light would come on when a train went by the west switch at Paradise. It was customary to tell the dispatcher "Coming west, Plains" when this light came on. I quickly learned that I had less than 6 minutes for passenger and maybe 10 minutes for freights from the time the light came on until the train was there! This became painfully obvious to me one night when GN's *Empire Builder* blasted by at speed before I had time to hang its orders in the rack. The limited had to stop and back up to get its orders, and I had a mighty unhappy train crew on my hands! Fortunately for me they kept quiet about it.

When the dispatcher wanted to dictate an order, he would say "19 west, copy 4, Plains." This told me it was a form "19" order, for a westbound train, and to make four copies. Usually the same order would be copied at the same time by another station for delivery to a different train. There was just enough time after the light came on to copy and repeat *one* train order and then do the clearance and get them in the hoops and ready for the train. That is, if the dispatcher was responsive to the "Coming west, Plains" announcement, and was prompt in the dictation of the order and clearance.

In the event that things did not proceed in a quite so timely a fashion, I had an unauthorized "ace" ready. I would change the train-order signal to a "31" or red "Stop" indication. Technically, a "31" order was one where the train crew had to stop and sign an acknowledgment that they had received the order. By 1964 the "31" orders were virtually never issued, and I never copied one in my five years as a telegrapher.

The dispatcher droned through one order, then another, then a *third*.

But the real ace was that the "Stop" indication on the train-order signal at the depot would cause the next block signal to the east to display a yellow aspect to the westbound train. This told the crew that they could expect a red train-order board at Plains, so they would slow down and be prepared to stop at the depot. With the extra minutes gained by the slower running, I'd have enough time to complete the orders. When they were hung and ready for the train, I would change the order board back to the normal "19" position. Soon I would hear the diesels throttle

up when the engineer realized he did not have to stop. This was one of those little twists of the rules that was tolerated to make life easier for everyone.

After my experience with the *Empire Builder*, I didn't hesitate to use this technique any time I thought the train might be on me before I had the orders ready. Most of the time I was able to get the orders ready without causing the train to stop, but there was one exception that I remember quite clearly.

Gordon Fleming was one of the dispatchers who often worked second trick on the "Idaho East" segment between Spokane and Paradise. Gordon was a good dispatcher: methodical, careful, but also painfully *slow*! It seemed like it took twice as long to get through a train order with him as it did with the other dispatchers.

The situation on this particular night unfolded like this. Me: "Coming west, Plains." Gordon: "19 west, copy 4, Plains." I put the order board up to the "Stop" position. Gordon droned through one order, then another, then a *third*, and then he said, "Plains, do you see anything of that westbound yet?"

I lied: "I think I see his light coming around the corner east of town." In reality, the engine was stopped in front of the depot and the engineer was starting down the ladder of his F unit to see what the delay was.

Gordon said, "OK, clear 'em up." I wrote out the clearance, repeated it, got the OK, and folded up the orders and clearance for the head end just as the depot door opened. Before the engineer could say a word, I handed him the orders as I said, "Fleming's dispatching tonight." He didn't say anything, just heaved a big sigh as he turned around and headed back to the engine while I cleared the board to "19" and hung the orders for the caboose. I'm sure he envisioned a long night ahead before he tied up in Spokane.

I had been looking forward to a whole summer of action at Plains, but the GN got its line repaired in just two weeks and things were back to normal. I did get to stay at Plains for another three weeks, though, as the agent decided to take his vacation and I filled in for him. It was fun and interesting while it lasted!—*Bruce Butler*

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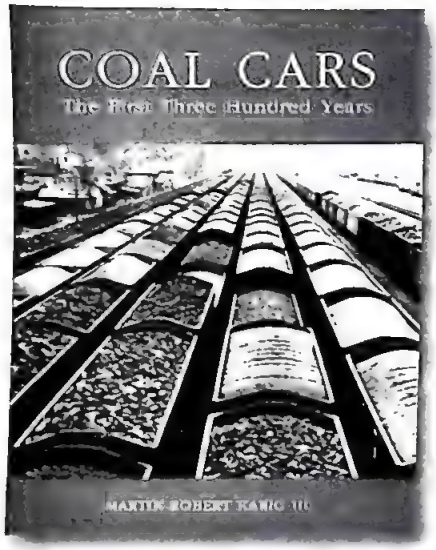

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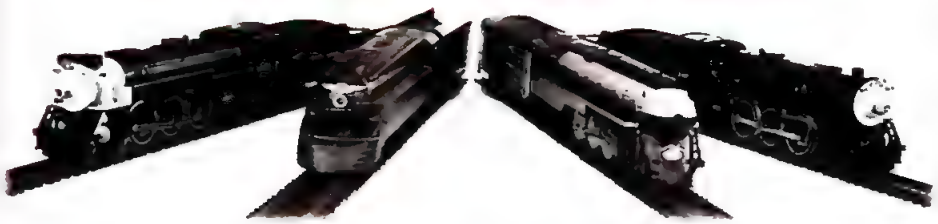

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Sad Sam

A humble Southern Pacific mail train was a glorious sight for a teenager in the early 1960's

I was a teenager when I first began biking the two miles from my home to a place called Gemco after school. Like many spots on a railroad, Gemco couldn't be found on a street map. Rather, it was the name of a small yard servicing a General Motors auto assembly plant in Van Nuys, Calif., about 18 miles up Southern Pacific's Coast Line from downtown Los Angeles.

If I could finish my chores after school fast enough—and convince my mother I didn't have too much homework—I would zoom down Hazeltine Avenue on my wide-tired Schwinn, find a good position near the tracks and wait for my friend Sad Sam.

I always looked forward to seeing Sam. Officially he was No. 90, the daily mail train that raced from the San Francisco Bay area to Los Angeles, hitting Gemco in the afternoon. I say "raced" because Sam kept the same time schedule as the *Coast Daylight* just a few hours behind him, despite having to do pick-ups and set-outs along the way. Where he got the name Sad Sam I never did learn, but to SP railroaders, that was always his handle.

As often as not, I would arrive at Gemco only to see a dark signal to the west and a red one to the east, telling me I was just a few minutes too late. But when I was lucky, I was in for a treat.

Impatiently I would wait for Sam, staring at the cantilever block signal to the west, wondering just when it would activate. Never soon enough, the target would go from dark to yellow and then quickly—very quickly—to red. It was Sam. And I knew he was pushing the speed limit.

A moment later, an oscillating headlight would break the horizon, the shape of the lead F unit soon coming into view. And almost as quickly as he came into sight, Sam's F units and whatever else was on the point would zoom by, a string of heavyweight and

economy mail cars obediently following behind, a single two-tone gray Harriman rider coach bringing up the rear.

The "whatever else" referred to the fact that the motive power for Sad Sam was always unpredictable. It was Sam that was tasked to bring the FM Train Masters and "torpedo-boat" Geeps down from San Francisco commute service to Taylor Yard in Los Angeles for a run through the wheel shop. And it was Sam that would have the honor of balancing out passenger power with an occasional extra unit, usually a PA or an E, in the consist. Once in a blue moon a streamlined coach would pinch-hit for the beat-up Harriman.

In the summer, Sam would shrink to a mere half dozen mail cars, but then, as the holidays grew nearer, he started to grow. He was a sight to behold a few days before Christmas: three or four units, sometimes 20 cars—hardly any two alike, of course—but always banging through Gemco at 60-plus. The F's and FP's were usually a little seedy, the mail cars in need of a wash, and the Harriman crew coach was perennially devoid of passengers, but to me Sam was a glorious sight. Whatever else the SP would serve up that day, it was Sam that provided the offbeat in an otherwise fairly predictable railroad regimen.

That was in the early 1960's. I can't believe it's four decades later. Sam went the way of most mail trains, and somewhere between then and now, the F's, Train Masters, all the heavyweight mail cars, and most of the economy models, disappeared as well. The GM assembly plant is gone now. Gemco is actually busier, but greatly changed from Sam's day. But memories linger.

Whenever I visited my parents, still living in the same house I grew up in, my route back to my family and my house—especially if it was in the afternoon—always seemed to take me past Gemco. Sometimes, when I stopped to "see if anything's new," the target to the east would be bright red.

My mind knew it was an SW1500 switching the far end of the yard, fouling the main for a minute. But my heart always said something else. I knew I was just a few minutes too late to catch Sad Sam.—*David Lustig*

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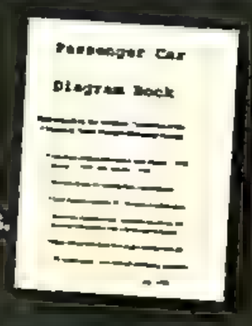

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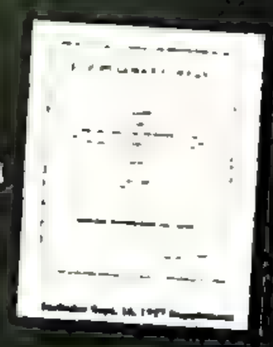

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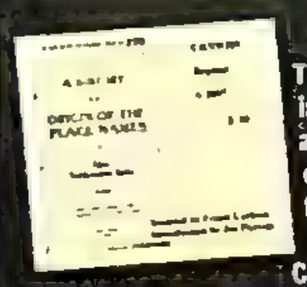

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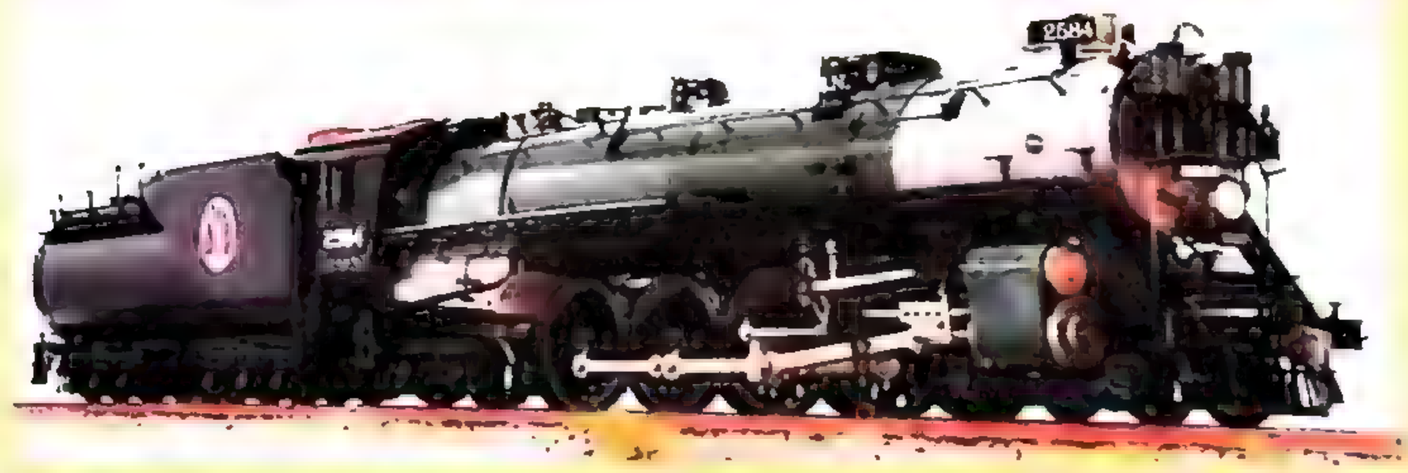

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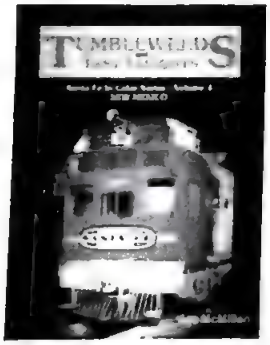

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Three photos, Mike Small

Get well soon

A sick Southern Railway diesel was a sorry sight for an SD45 fan

Growing up in close proximity to a main line, I've always valued speed and power in railroading. We lived about a mile south of Jamestown, N.C., where Southern Railway's Washington, D.C., to Atlanta, Ga., route passed through. In the late 1960's and through the 1970's I witnessed, almost daily, Southern's freight trains roaring through town behind their distinctive high-nosed, second-generation units such as GP30's and 35's; SD35's, 40's, and 45's; and several GE models.

My favorite freight diesel back then was the Electro-Motive SD45. At 3,600 h.p., they were the biggest and most powerful freight units the Southern had. On the Southern, road-switcher-type units were run long hood forward as much as the "normal" way. With their outward-slanting radiators, the SD45's looked particularly brawny when they came at you long hood forward.

Salisbury, N.C., July 17, 1977: The SD45/SD35/ SD40-2 team ( )d of a freight appears in good ( )smudge in the sky above the se( )r car hints at an ailing mid-( )hich leaves a pa

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The Way It Was

Some of the more important trains ran with mid-train "slave" units controlled by radio from the head end. The slaves were accompanied by radio cars, which received the signal from the front, then passed it on to the slave locomotive through multiple-unit connections. Early on, the practice was to put two units on the point and two about halfway back in the train. After a while this was changed to three up front and one about two-thirds back.

On the typical summer day of July 17, 1977, I was in Salisbury, N.C., to take a few photos of the road's new MP15DC's. A freight was departing

Imagine my dismay at finding one of my mighty SD45's in such sickly condition.

southbound in the afternoon behind an SD45, SD35, and SD40-2. Southern's lower-numbered SD45's, such as 3116 on this train, had white number boards indicating that they were "slave masters" (units from which mid-train units could be controlled). As the cars rolled slowly by, SD45 3134 showed up in mid-train with a radio car. About this time the train began to accelerate and the 3134 started to pour out thick black smoke. The more it was notched out the worse the smoke became. The 3134 was apparently the victim of a turbocharger failure. Imagine my dismay at finding one of my mighty SD45's in such sickly condition.

I recorded its passing on film but at the same time was having worried thoughts. Did the train crew have any idea of what was happening? Should I try to alert someone?

I finally concluded that someone would find out about the sick SD45 soon enough. I wonder if the head-end crew complained of a loss of power behind them.—*Mike Small*

Got a story you'd like to share with others in "The Way It Was"? Send it to Classic Trains, P.O. Box 1612, Waukesha, WI 53187; or editor@classictrainsmag.com.

Dedicated in loving memory to my mother,

Dorothy M. Segal,

For your inspiration and encouragement.

Diane S. Segal

Pre-Civil War Virginia Central Locomotive

In the late 1860s or early 1870s there does appear
A magnificent locomotive that is very near

Oil headlight, fancy domes and huge balloon stack
This pre-Civil War Virginia Central locomotive waits on the track

The railroad has a history that is quite fascinating
Tracing its existence is well worth relating

The C&O began as the Louisa Railroad Company which was created
On February 18, 1836, it was incorporated

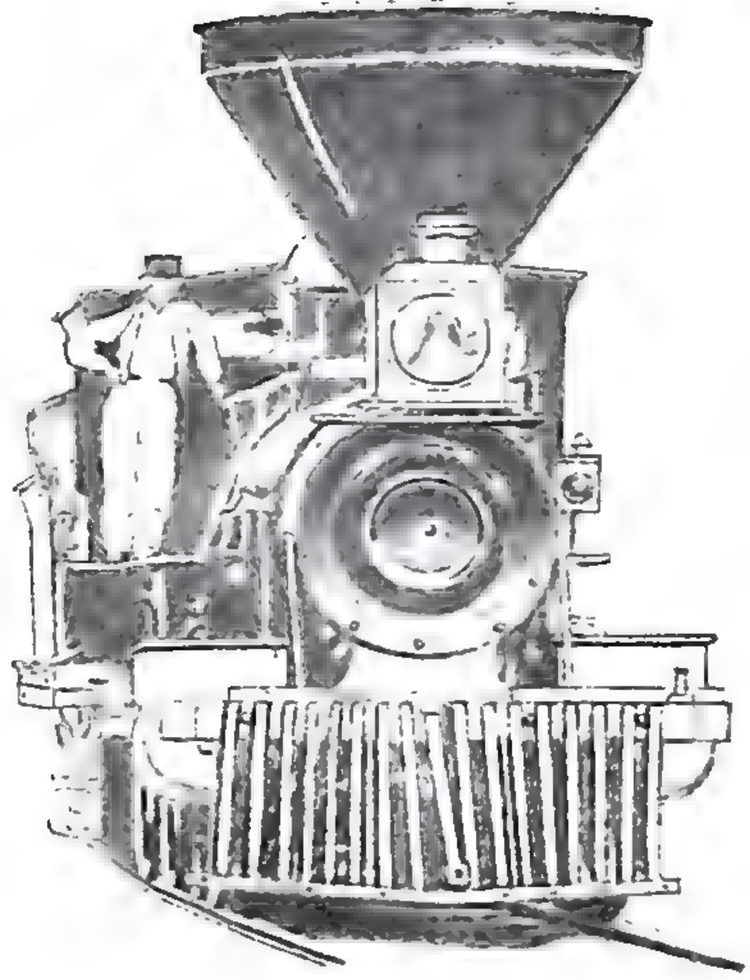
Later an Act of the General Assembly of Virginia was passed
and the name "Louisa Railroad Company" did not last

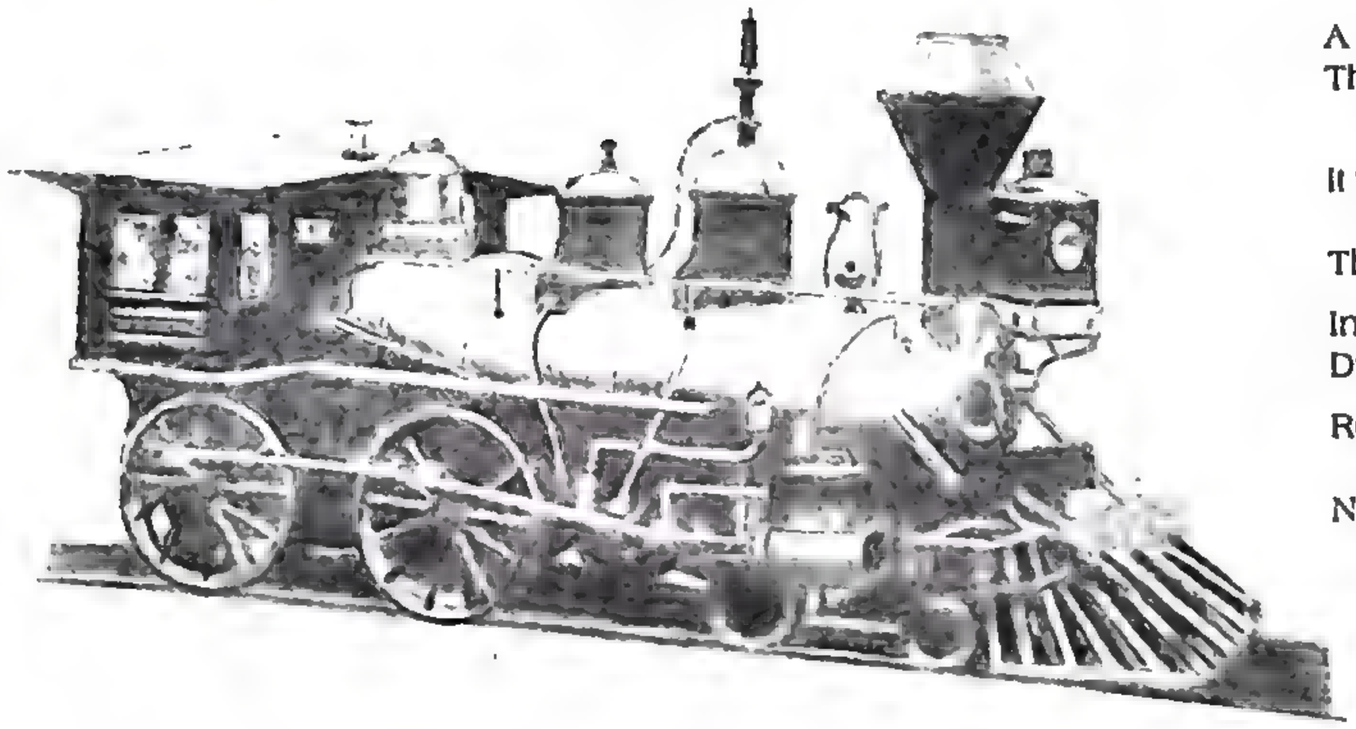
On February 2, 1850, the railroad changed its name
The Virginia Central Railroad Company is what it became

Upon entering the Civil War the Virginia Central possessed
Twenty-seven locomotives ready to do their best

Then in 1868 there was another name change which made three
The Virginia Central became the Chesapeake and Ohio Railroad Company.

Diane S. Segal





Westward Ho

A trip back to 1878 in West Virginia at Winifrede Junction
This locomotive survived the Civil War and continued
to function

It worked on the Chesapeake and Ohio past the
Alleghenies to the west
This quaint, little antique gave its very best

In the year 1857 the locomotive was created
During the era of the Virginia Central it was related

Rogers Locomotive works built the fancy domes and
headlight
Named "Westward Ho", it moved along until it was out
of sight.

Diane S. Segal

Car Stop

Streetcars by the seashore

Atlantic City, New Jersey's famous seashore resort, was established by the Camden & Atlantic Railroad, which arrived in 1854. The C&A and its successors, all part of the Pennsylvania Railroad system, also controlled the area's rail transit services, operated under the name Atlantic City & Shore after 1907. There were two main components: 1) a trolley line that ran 6 miles from downtown Atlantic City south to the communities of Ventnor, Margate, and Longport, and 2) the Shore Fast Line, a 13-mile interurban to Ocean City via the inland points of Pleasantville and Somers Point whose route included some third-rail, steam-road trackage. The Atlantic City Transportation Co. took over the street railway in 1945. Atlantic City had the only large group (25 cars, dubbed "The Miss America Fleet") of the J. G. Brill Co.'s answer to the PCC, the Brilliner, one of which (right) is southbound beside Great Egg Harbor inlet around 1950. Not far away (below), Brill-built "Hog Island" car 6888 is headed to Margate on December 11, 1955, just 17 days before the end of city trolley service. At lower right, an undated photo from the famed Atlantic City Boardwalk shows Shore Fast Line car 113 at the interurban's modest Virginia Avenue terminal; passengers are still alighting, but the crew has already lowered the trolley pole and switched the markers. SFL shut down on January 18, 1948.

Frank and Todd Novak collection

Left: George Krambles; above: David H. Cope; both: Krambles-Peterson Archive

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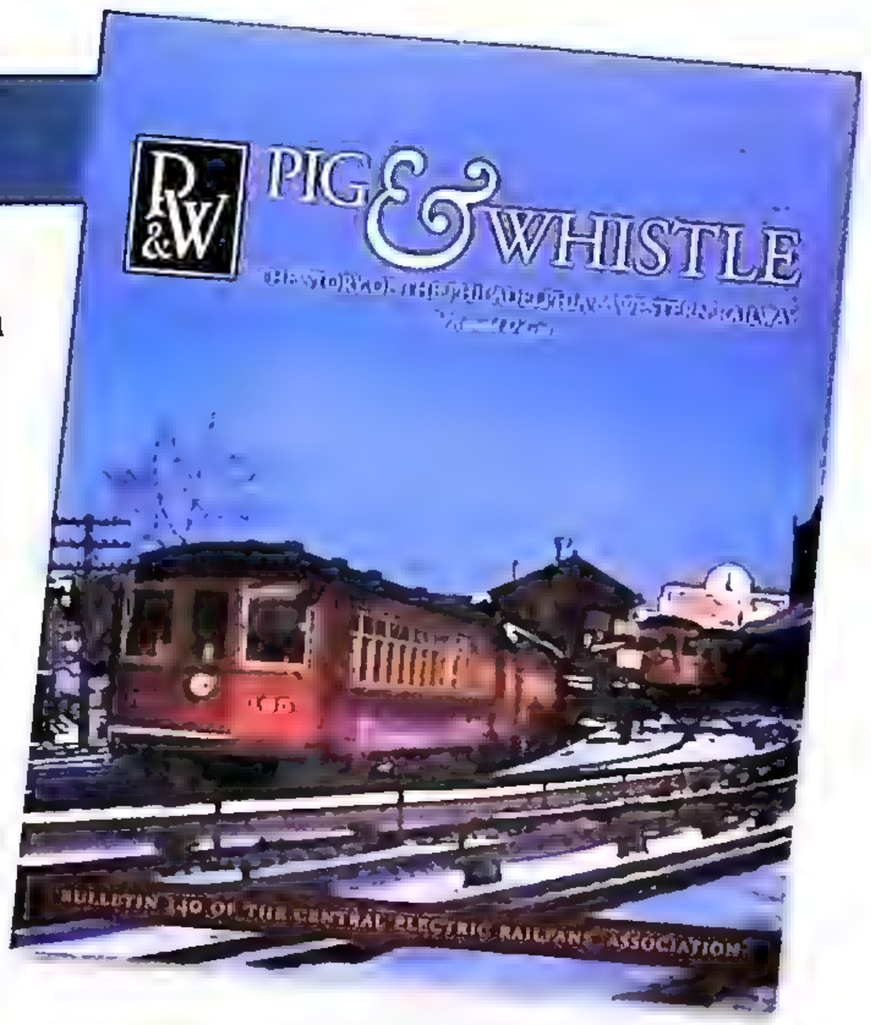


One of the few interurbans to use third rail instead of overhead wire, the Philadelphia & Western was actually intended to be the east end of a coast-to-coast rail system. That never came to pass, but the P&W had a long, distinguished history of fast, frequent service from Stratford and Norristown, Pa., to a terminal on the west edge of Philadelphia; the Norristown-Philly portion survives today as SEPTA's Route 100. Its streamlined, Brill-built "Bullet" cars turned in outstanding performances over their extraordinary five-decade careers. Well-written and profusely illustrated with maps, diagrams, car plans and elevations, and sharp black-and-white and color photos, this work has all the elements of a solid rail-history book and is sure to stand as the definitive volume on its subject. It is truly unfortunate that author DeGraw, who came from a family of P&W people and studied the line all his life, died soon after completing the manuscript.

—Robert S. McGonigal

Pig & Whistle: The Story of the Philadelphia & Western Railway. By Ronald DeGraw. Central Electric Railfans' Association, P.O. Box 503, Chicago, IL 60690; www.cera-chicago.org; 8½ x 11 in.; hardcover; 224 pages; $60.00.

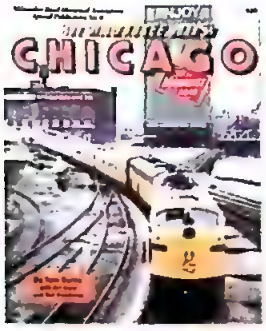
Other Books

About two-thirds of this installment of Arcadia's "Images of Rail" photo-album series is devoted to the post-1960 tourist-line era on the East Broad Top, the 3-foot-gauge pike in central Pennsylvania that ended regular freight operations in 1956. The approximately 200 photos are all black-and-white, presented two to a page. The pre-1956 photos are largely from the EBT itself and Robert G. Lewis, the well-traveled former editor of *Railway Age* magazine. The various activities during the road's nearly five decades of excursion operations are well-documented here. The Rockhill Trolley Museum, established in 1962 adjacent to EBT's main yard and shops, also is covered.—*R.S.M.*

East Broad Top Railroad. By Kenneth C. Springirth. Arcadia Publishing, Charleston, S.C.; www.arcadiapublishing.com; (888) 313-2665; 6½ x 8 in.; softcover; 128 pages; $19.99.

This second edition of a book first published in 1985 covers the 3-foot-gauge Lancaster, Oxford & Southern and Peach Bottom railroads of southeastern Pennsylvania. The 77 photos of locomotives, motor cars, structures, and right of way are impressive, considering the lines have been gone for 90 years. The text outlines the railroads' planning, construction, operations, and downfall. The new edition includes drawings of a boxcar and two stations, plus a page of errata and additional information compiled since the first edition came out.—*Jeff Wilson*

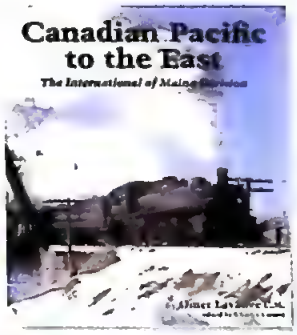
Little, Old and Slow: The Life and Trials of the Peach Bottom and Lancaster, Oxford & Southern Railroads. By Benjamin F. G. Kline Jr. Friends of the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579; 717-687-8628, ext. 3005; 8½ x 11 in.; softcover; 86 pages; $15.



This outstanding book provides a detailed look at Milwaukee Road facilities and operations in and around Chicago. Highlighting the more than 90 photos (many in color) are dozens of detailed aerial views that show rights of way, yards, roundhouses, and other property as well as surrounding features. A map on the centerspread shows MILW Chicagoland lines as well as other railroads. Several smaller schematic maps highlight various switching districts, and the book also includes a foldout reproduction of a blueprint of Bensenville Yard circa 1969. The text details the history of the various lines, including construction, operations, and abandonments, as well as lines still in service.—*J.W.*

The Milwaukee Road in Chicago. By Tom Burke with Art Danz and Ted Pannkoke. Milwaukee Road Historical Association, P.O. Box 307, Antioch, IL 60002-0307; www.mrha.com; 8½ x 11 in.; softcover; 84 pages; $20.

This book focuses on CPR's International of Maine route between Montreal and Saint John, N.B. The author, the late Omer Lavallee, served as CPR's historian for years and took special interest in the line, having served on it as a paymaster in the 1940's. He provides detailed explanations of operations and traffic patterns throughout the line's history, including its struggles in the late 20th century. Among the 350 photos are sharp black-and-white images and 91 color shots of late steam and early diesels. Maps include system diagrams as well as track diagrams of towns and junctions.—*J.W.*



Canadian Pacific to the East: The International of Maine Division. By Omer Lavallee. Bytown Railway Society Inc., P.O. Box 141, Station A, Ottawa, ON K1N 8V1 Canada; www.bytownrailwaysociety.ca; 613-745-1201; 8½ x 11 in.; hardcover; 338 pages; $71.95 ($69.95 Canadian).

DVD's

Stan J. Smaill narrates and guides viewers on a look back to CPR's 1950's-era Fairbanks-Morse diesels, built by Canadian Locomotive Co. in Kingston, Ont., under license from FM. The professional-quality presentation blends still color and black-and-white photos with some classic footage of FM's in action, as well as a walk-through on a preserved C-Liner. Smaill had first-hand experience with the FM's, and the footage includes interviews with other railroaders who worked with the units. The program describes the various FM models, and provides a historical outline through their retirement in the early 1970's.—*J.W.*

Fairbanks Years. Chandos Television Productions, 3314 Second St. E., Cornwall, ON K6H 6J8 Canada; www.chandostelevision.ca; 613-347-1511; DVD; 60 min.; $30.

Vermont's granite industry was a key to the state's development, and this program traces railroad activity and history among the many quarries in and around Barre, Montpelier, and Williamstown. Period photos, together with narration, provide a thorough overview of the history and operations of the granite industry. The program then discusses the development of early railroads in the area, including the Barre Railroad and the Montpelier & Wells River, through later years of the Central Vermont, Montpelier & Barre, and other lines. The video also highlights railroad operations and history other than the granite industry, tracing economic swings and line abandonments, sales, and mergers.—*J.W.*

Capital to the Quarries: Montpelier, Barre and Beyond. Telltale Productions, P.O. Box 808, Colchester, VT 05446; www.railroadvideodvd.com; DVD; 112 minutes; $24.

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Cynthia and friends in a small (Pullman) world

Certain sleepers have a way of turning up over and over

Gordy Bjoraker

Restored to its original identity—NKP *City of Lima*—by the Erie Lackawanna Dining Car Preservation Society, former IC 10&6 *Cynthia* stands at Scranton, Pa., in November 2007.

Considering the limited number of Pullman cars that survive, and still run, in preparing this issue of CLASSIC TRAINS with the special section on the sleeping cars and their company, we editors ran into quite a few "small world" connections.

When I rode the special train on a "circle" out of Philadelphia in fall 2007 to Steamtown at Scranton, and on to Olean, N.Y., and back via Harrisburg, I was a passenger in *Cimarron River* ["Unlikely Survivor," pages 48-50], and it was by coincidence coupled to *Dover Harbor* [page 51]. Now, I'd been on trains before with *Dover Harbor* in the consist, but I haven't yet been a passenger on it. And the tie-in for what was then just a possible story concept on *Cimarron River* had yet to occur to us.

In researching the *Cimarron River* and *Dover Harbor* stories, and my travels on the former, I was reminded of its frequent running mate on High Iron Travel Corp. trips, the 5-bedroom/lounge *Pine Tree State*. Owned by Piedmont Carolinas Chapter NRHS and now inactive at the North Carolina Transportation Museum at Spencer, the car was one of two that replaced *Dover Harbor* on the pre-Amtrak *Montrealer* to and from Washington! Like the "Cimmy," the "Pine Tree" has been restored to pretty much as-built condition, with a small shower added. It wears period NYNH&H ("New Haven") lettering.

Then there is the former Illinois Central 10&6 *Cynthia*, now restored to its original colors by its owners, the Erie Lackawanna Dining Car Preservation Society, as Nickel Plate Road *City of Lima*—which was at the November 2007 Lackawanna Days event in Scranton. IC renamed the car into its "C" series for 10&6's in 1965 when it acquired eight from NKP; *Cynthia* is a Mississippi hamlet just northwest of Jackson on what today is CN's main line and route of Amtrak's *City of New Orleans*.

In its post-IC career, *Cynthia*, painted silver and blue, was owned and operated by Michigan Railroad Club, and I and my wife, Carol, made a memorable trip on it in December 1972 on a charter from Toronto to Cochrane and Churchill, Ont., and return, via CN and Ontario Northland.

The following October, Carol and I were on Canadian Pacific's *Canadian* en route from Montreal to Winnipeg when, first morning out, what was in our consist off the Toronto-Sudbury section the night before but *Cynthia*, on an MRC transcontinental tour. During the spectacular ride along Lake Superior's north shore, we had a nice, unexpected visit with several longtime MRC friends.

Nearly 35 years later, in early 2008 when I was editing this issue's stories, *Cynthia* showed up twice. In his capsule history of *Cimarron River* that Tony Marchiando provided me, he noted that about 1977, when his brother Andy was riding the *Texas Eagle* out of Chicago, it had four private cars on the rear. He met the owners of one, Bill Eldridge and Bill Pollard, from Little Rock, who told him of the fun of having a car—the *Cynthia*. Rewind back to March 1970, in Karl Zimmermann's piece [pages 72-79] on the last all-Pullman flyers, and there is this note identifying the train and his accommodation on one of his jurneys: "*Panama Limited*, IC No. 5, Chicago-New Orleans. Bedroom D in *Cynthia*."

Pullman's empire consisted of nearly 10,000 cars at its 1930 peak. Decades later, preservationists have kept alive a small world of Pullmans.—*Dave Ingles*

Pullman porter exhibit to open

The Pullman Company, through its employment of thousands of African-American men as sleeping-car porters on trains traveling throughout the United States, played an immense, if unintentional, role in the civil rights struggle. The National Railroad Museum in Green Bay, Wis., will explore the story of those hard-working men who deliv-

Obituary

Lloyd Stagner

Steam locomotive historian Lloyd Stagner, 84, died in Newton, Kans., on January 18. A longtime Santa Fe Railway employee, he also authored numerous books and magazine articles, many concerning ATSF steam power. Stagner's book *American Steam Finale, 1954-1970* (South Platte Press, 2001) is an invaluable resource for students of the last years of steam.

ered Pullman's famous service in a new exhibit, "Porters: From Service to Civil Rights." As part of the exhibit, the museum is restoring 1924 heavyweight sleeper *Lake Mitchell*. The exhibit will open July 24, 2008. For more information, go to the museum's Web site, www.nationalrrmuseum.org.

New on the Web: Photo of the Week

We introduced a new feature to our Web site recently: Photo of the Week. Each Friday we post on our home page a photo from Kalmbach's collection, which dates back to the 1930's. Photos from past weeks are archived, so you can see any you may have missed. In addition, we still post online extras based on articles in the magazine; for this issue, we've got the booklet *Pullman of Dress Parade* and movie clips from the Herron Rail Video collection of Southern Pacific steam in action. Check them out at www.ClassicTrainsMag.com.

Indexes and back issues available

Having trouble finding an article or photo in a back issue of CLASSIC TRAINS? Bound, 8-page, 8½ x 11-inch copies of our two-year indexes are available, free, for 2000-01, 2002-03, 2004-05, and, now, 2006-07. To obtain a copy, send a large stamped, self-addressed envelope to CLASSIC TRAINS Index, P.O. Box 1612, Waukesha, WI 53187. The indexes are also available on our Web site, www.ClassicTrainsMag.com.

We also have in stock back issues of nearly every edition of CLASSIC TRAINS since the first one, Spring 2000. Brief descriptions of each issue can be viewed under the "Shop" button on our home page. You can order back issues online as well, or call (800) 533-6644.

Kindig honored at Colorado museum

Legendary railroad photographer Richard H. Kindig was honored at the Colorado Railroad Museum on March 1. A proclamation signed by Colorado Gov. Bill Ritter was presented to him designating the date as "R. H. Kindig Day" in Colorado. There was also a display of some of his favorite photos. Born in 1916, Kindig began taking railroad photos in the mid-1930's. His credit line has appeared innumerable times in books and magazines, including this one. Kindig was the subject of our second "Great Photographers" article, in the Summer 2000 issue.

A Pullman bibliography

Befitting its role as a major American institution, a great deal has been published about the Pullman Company. Below is a list of some of the important books on the subject, in chronological order of publication. Some are rare collector's items; others are still in print; all have aided our understanding of Pullman. We owe a great debt of gratitude to all those who made these resources possible.—*R.S.M.*

- *Steam, Steel & Limiteds*, by William W. Kratville, Barnhart Press, 1962.
- *Some Classic Trains*, by Arthur D. Dubin, Kalmbach Publishing Co., 1964.
- *Car Names, Numbers and Consists*, by Robert J. Wayner, Wayner Publications, 1972.
- *From Zephyr to Amtrak: A Guide to Lightweight Cars and Streamliners*, by David Randall, Prototype Publications, 1972.
- *The Official Pullman-Standard Library*, various volumes, by W. David Randall and William G. Anderson, RPC Publications, Inc., 1987-95.
- *A Century of Pullman Cars, Volume I: Alphabetical List*, by Ralph L. Barger, Greenberg Publishing Co., 1988.
- *Pullman Paint and Lettering Notebook*, by Arthur D. Dubin, Kalmbach, 1997.
- *The Passenger Car Library*, various volumes, by W. David Randall, RPC Publications, 1999-2005.
- *Travel by Pullman: A Century of Service*, by Joe Welsh and Bill Howes, MBI Publishing Co., 2004.
- *The Pullman Car, a General Guide*, by Theodore Shrady, Atlantic Coast Line and Seaboard Air Line Historical Society, 2004.

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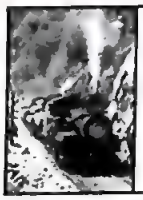

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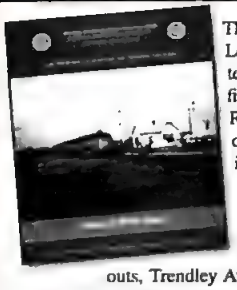

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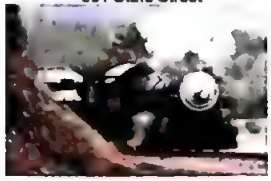

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Schedule 2008 May 24- June 6 one trip at 1pm. June 7 - Aug. 24 two trips at 10am and 2pm. Aug. 25- Oct. 5, one trip at 1pm *weekdays*. Except Sept. 6-7, Sept 13-14, and Sept. 20-21 fall trips at 10am and 2pm *Saturdays and Sundays*. Spectacular trip travels into the high Rocky Mountains, the railroad follows old C&S roadbed, & 1893 restored depot.

www.leadville-train.com — **866-386-3936**

FLORIDA — Fort Myers
SEMINOLE GULF RAILWAY
1-75 exit 136 at Colonial Blvd.

Colonial Station (Metro and Colonial Blvd.). Murder Mystery Dinner Trains 5 Nights a week all year. 5 course dinner prepared on train. Choose from 3 Entrées. Special Holiday Trains. Excursion trains across the Caloosahatchee run December to Labor Day. 239-275-8487. Visit our website with trip photos.

www.semgulf.com — **800-SEM-GULF (800-736-4853)**

GEORGIA — Folkston
FOLKSTON FUNNEL
202 W. Main Street

Ninety percent of trains crossing the Georgia/Florida border funnel through the center of downtown Folkston, a charming town in southeast Georgia. Upwards of 60 trains a day pass through on CSXT's double-track main line. Expansive covered Train Viewing Platform, equipped with scanner, fans, lights, electricity & flood lights for night train watching. Walk to nearby restaurants or use the picnic table & grill situated alongside the platform. On the opposite side of the tracks visit the Transportation Museum in the Old Train Depot. Plenty of open areas for video/picture taking, with excellent views of north & southbound trains. If you love trains, you'll love Folkston. okechamber@alltel.net

Visit our new transportation museum!

www.folkston.com — **912-496-2536**

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504 S. First Street

Lodge in a fully restored historic railroad building with full accommodations. Includes full bath, full kitchen, hardwood floor & tile, and Dish Net TV. Covered porch facing railroad tracks, walking distance to Folkston Funnel & Downtown.

www.roadmasterslodge.com — **912-496-7304**

ILLINOIS — Monticello
MONTICELLO RAILWAY MUSEUM
993 Iron Horse Place

Weekends, May thru Oct. Board trains at museum site or Wabash Depot in Monticello for an 8-mile round trip. Wabash F7A/CN FPA-4/Alco RS-3 IC GP-11 Milw. NW2. Want to run the train? Ask about Throttle Time. Call/write for brochure & 2008 schedule.

www.mrym.org — **800-952-3396**

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ILLINOIS — Union
ILLINOIS RAILWAY MUSEUM
7000 Olson Road

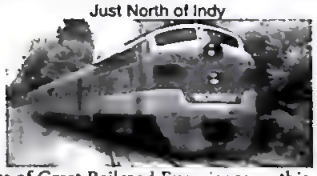
ILLINOIS RAILWAY MUSEUM

Home of Nebraska Zephyr. Steam, diesel trains, electric cars. Send $5.00 for 32 page Guide Book; or #10 SASE for color brochure with schedule & discount coupon. Trains operate Sat: May-Oct, Sun: Apr-Oct, Daily: Memorial Day-Labor Day. Museum open Apr-Oct. Lodging: 847-695-7540 and 815-363-6177.

815-923-4000

www.irm.org — ILLINOIS. MILE AFTER MAGNIFICENT MILE.

INDIANA — Noblesville
INDIANA TRANSPORTATION MUSEUM
Just North of Indy



35+ Miles of Great Railroad Experience — this one-of-a-kind railroad connects six communities from Indianapolis to Tipton, Indiana for special weekend excursions and experiences, including The Hamiltonian train to unique dining and quaint towns, Dinner on the Diner, Pizza Train, Fair Train and special charters. Visit the museum in Forest Park, Noblesville. Visit our website or call for complete schedule. P.O. Box 83, Noblesville, IN 46061.

www.itm.org — **317-773-6000**

INDIANA — Connersville
WHITEWATER VALLEY RAILROAD
5th and Grand

Indiana's most scenic train ride. 33-mile round trip to Metamora, restored canal town. Leave 12:01 p.m. Saturday, Sunday, & holidays. Historic diesels: 1951 Lima ex-CUT #25, 1948 Alco #9339, 1954 Milw. #532. Gift shop

www.whitewatervalleyrr.org — **765-825-2054**

KENTUCKY — Stearns
BIG SOUTH FORK SCENIC RAILWAY
100 Henderson St.

Ride on the Kentucky & Tennessee shortline railroad from Historic Stearns down into the beautiful gorge of the Big South Fork. Our spectacular curves, grades, tunnel and bridge were the scene of many struggles as the K&T locomotives hoisted heavy coal trains up the 3% grades into Stearns. BSFSR operates April through December.

www.bsfsry.com — **800-462-5664**

MAINE — Alna
WISCASSET, WATERVILLE & FARMINGTON RAILWAY MUSEUM
97 Cross Rd. / PO Box 242

Visit Maine's premier two-foot gauge RR museum which operates on original right-of-way. Gift shop open, Steam trains operate Sat. and Sun. between May 24th and October 12th, Sat. diesel only rest of year. Build railroad with us in October. Visit our award-winning website for more details.

www.wwfry.org — **207-882-4193**

When visiting these attractions, mention you saw their ad in *Classic Trains*!

MAINE — Rockland

MAINE EASTERN RAILROAD

4 Union Street

Come aboard our restored vintage railcars for a carefree round-trip journey through the spectacular scenery of coastal Maine on the old MEC branch line between Brunswick and Rockland, with stops in Bath and Wiscasset. Travel in style while enjoying expansive views of tidewater flora and fauna, summer fields and bogs, or magnificent autumn foliage. Experience charming seaside villages, picturesque sailboats, lobstermen and clamdiggers from the comfort of your overstuffed, reclining seat. Excursion service from Memorial Day weekend through late October, with special event trains in November and December. Wednesday through Sunday from July through October; weekends in May and June. info@maineeasternrailroad.com

www.maineeasternrailroad.com **1-866-ME RAILS**

MICHIGAN — Flint

CROSSROADS VILLAGE & HUCKLEBERRY RR

6140 Bray Road

Michigan's only narrow-gauge steam railroad. Forty minute train ride aboard historic wooden coaches and magnificent Baldwin locomotives. Open May 24-Sept. 1 (closed Mon. and Tues., except holidays). Railfans weekend, Aug. 2-3 with shop tours and special runs. Halloween ghost train, trick-or-treating and Christmas train with holiday light displays. Just north of Flint, I-475 to exit 13.

GeneseeCountyParks.org **800-648-PARK**

MISSOURI — La Plata

DEPOT INN & SUITES

1245 North Brown

Attention Train Watchers: Experience a new all season train watching location! This new unique observation point is located on the intersection of the historic Wabash line and BNSF mainlines, with 80+ trains daily. Located within walking distance of the Depot Inn & Suites. Ask for the engineer discount.

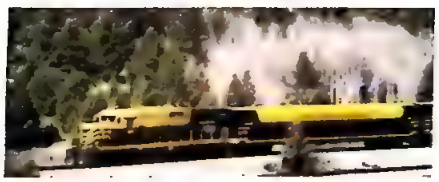
Check out Northern Missouri's Finest Lodging Experience

www.depotinnandsuites.com **888-814-3669**

MONTANA — Anaconda

COPPER KING EXPRESS

900 West Commercial Avenue



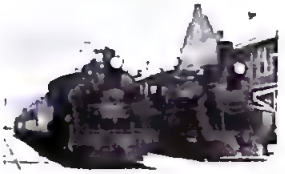
Located along Interstate 90 halfway between Yellowstone and Glacier National Parks. This excursion train originates from the Smelter City of Anaconda and operates over the 111 year old corridor of the legendary Butte, Anaconda and Pacific Railway! Numerous points of interest such as the world's tallest smokestack are featured during the 3 hour trip providing a glimpse into the glorious past of the area. Enjoy the beautiful scenery of rugged Durant Canyon, where the only inhabitants are elk, deer and antelope. Make sure to purchase tickets in advance as most trains sell out quickly. Trains operate Saturdays, select weekdays and for special events from Memorial Day through the end of September. Please take the time to visit the Anaconda Railroad and mining museum located in the 111 year old roundhouse.

www.copperkingexpress.com **877-563-5458**

NEVADA — Ely

NEVADA NORTHERN RAILWAY MUSEUM

1100 Avenue A



In the high desert of east central Nevada is a time portal back to the heyday of steam railroading, the Nevada Northern Railway Museum in Ely Nevada. It is the premier preserved railroad complex in the country. The grounds encompass fifty-six acres with sixty-three buildings, structures and 30 miles of track. The Museum collection consists of three steam locomotives, six diesel locomotives and over sixty pieces of rolling stock. The museum also houses an extensive paper record of the railroad. The museum is open year round with excursion trains operating from the middle of April through December. In February we offer our famous photo shoots. In addition to a train ride you are encouraged to explore the ground of this National Historic District.

www.nnry.com **866-407-8326**

NEW HAMPSHIRE — Bretton Woods

THE MOUNT WASHINGTON COG RAILWAY

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www.thecog.com **800-922-8825**

Call 1-888-558-1544, ext. 472
for advertising information.

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530 West Ave.

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www.railroadmuseum.net **585-798-6106**

NORTH CAROLINA — Bryson City & Dillsboro

THE GREAT SMOKY MOUNTAINS RAILROAD

Departures from quaint Dillsboro & Bryson City's historic depot through the mountains of Western North Carolina.

Jan 14-Dec 31. Mystery Theatre & Gourmet Dinner trains, Peanuts™ the Great Pumpkin Patch Express, Raft-n-Rail, Railfest, Autumn Leaves, Little Engine™, Thomas™, and Polar Express™.

www.gsmr.com **800-872-4681 Code T3**

PENNSYLVANIA — Robertsdale

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Main Street

Combine a ride on the East Broad Top Railroad with a visit to the railroad's original southern operating terminus. Museum open first and third weekends, May through October, 10-5 Saturdays and 1-5 Sundays. Special fall open house hours October 11-12.

www.febt.org **814-635-2388**

SOUTH DAKOTA — Hill City

BLACK HILLS CENTRAL RAILROAD

222 Railroad Ave

All Aboard the Black Hills Central Railroad located in the beautiful Black Hills of South Dakota. The twenty mile trip travels along a mining route that was laid in the late 1800's. Departures leave from both the Hill City and Keystone depots several times daily early May to early October. Contact us for special events that take place throughout the season. Reservations are recommended.

www.1880train.com **866-367-1880**

UTAH — Heber

HEBER VALLEY HISTORIC RAILROAD

450 South 600 West

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www.hebervalleyrailroad.org **800-888-8499**

VERMONT — Bellows Falls

GREEN MOUNTAIN RAILROAD

54 Depot Street

Trains around Vermont scenic excursions: Green Mountain Flyer, White River Flyer & Champlain Valley Flyer. Call or email for a brochure: railtour@vermontrailway.com. Visit us online for a schedule of special events or for information about our gift shop.

www.rails-vt.com **800-707-3530**

VIRGINIA — Clifton Forge

CHESAPEAKE AND OHIO HISTORICAL SOCIETY

312 East Ridgeway Street

Nestled in the beautiful green mountains of the Virginia Highlands just off I-64, Clifton Forge is a great place to spend the day in the heart of C&O country.

Come explore our restored 1896 Freight Depot museum and visitor's center, rolling stock and equipment, archives, and photographic collection. See our 96' O Gauge layout, ride a handcar, and shop at the Chessie Shop. Watch CSX main line and yard action from a number of great viewing locations.

Clifton Forge is located at the very center of Virginia and West Virginia railroad heritage: less than an hour from Cass Scenic Railway, The Greenbrier, The Virginia Transportation Museum, and the O. Winston Link museum.

Come visit and experience the rich railroad heritage of the C&O!

www.cohs.org **540-862-2210**

WASHINGTON — Chehalis

STEAM TRAIN RIDES

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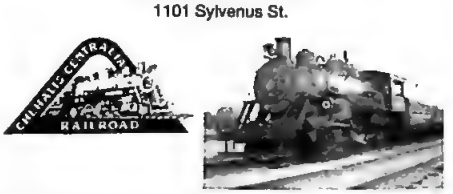

1916 Baldwin 2-8-2 on ex-MILW track over trestles & through the Chehalis River Valley. Weekends, Memorial Day thru September. Dinner trains, group rates, charters, specials are also available. On I-5, Between Seattle & Portland at Exit 77. Mailing address: 1945 S. Market Blvd., Chehalis, WA 98532.

www.steamtrainride.com **360-748-9593**

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Route 28 North

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www.potomaceagle.info **304-424-0736**

WISCONSIN Brodhead
BRODHEAD DEPOT MUSEUM
HWY 11 Downtown Brodhead

Historic train depot museum. Restored locomotive & caboose. Open Memorial Day through September. Wednesdays, Saturdays, and Sundays. 1pm to 4pm, and by appointment.

608-897-4150

WISCONSIN Green Bay
NATIONAL RAILROAD MUSEUM
2285 S. Broadway

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  A colorful look at distinctive, handsome locomotives battling the Allegheny Mountains in 1952
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  Dan Sabin recalls a rough 8 hours at a Rock Island tower in Joliet, Ill.
- **Mixed Train to Waterloo**
  In 1964, the Reader Railroad bragged about its steam-powered mixed train in the *Official Guide*
- **One Day at . . . Hermosa, Wyo.**
  The Big Boys were gone, but Centennial diesels helped keep the Sherman Hill drama alive in 1974
- **Around the Standard-Gauge Circle**
  Southern Railway and Louisville & Nashville trains helped residents of a small Virginia town beat a ban on alcohol sales
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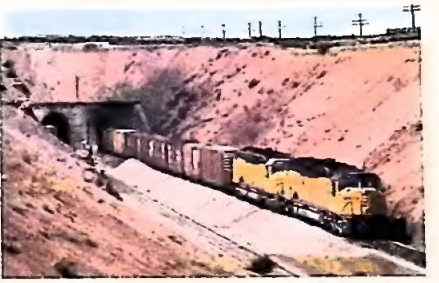
  Two scenes along the lower Hudson River feature New York Central facilities



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J. Parker Lamb

Above the streets of Richmond

Virginia's capital had two great passenger stations. Out on the edge of town, Broad Street Station [Winter 2005 CLASSIC TRAINS] served the RF&P and ACL, while Chesapeake & Ohio and Seaboard Air Line used the more centrally located Main Street Station, pictured here. Built in 1901, Main Street's trainshed and French Renaissance–style head house sat between the elevated C&O and SAL main lines. Under the shed were six stub-end tracks. In 1959, Seaboard shifted its trains to Broad Street, a move evidenced in this October 1961 photo of SAL's southbound *Silver Star* passing Main Street's fenced-off platforms and disconnected stub tracks. Over on the C&O side, the westbound *George Washington* gets ready to leave for Charlottesville. Amtrak moved out of Main Street in 1975, but brought its Newport News trains back in 2003 with the restoration of the depot as a civic landmark. ■

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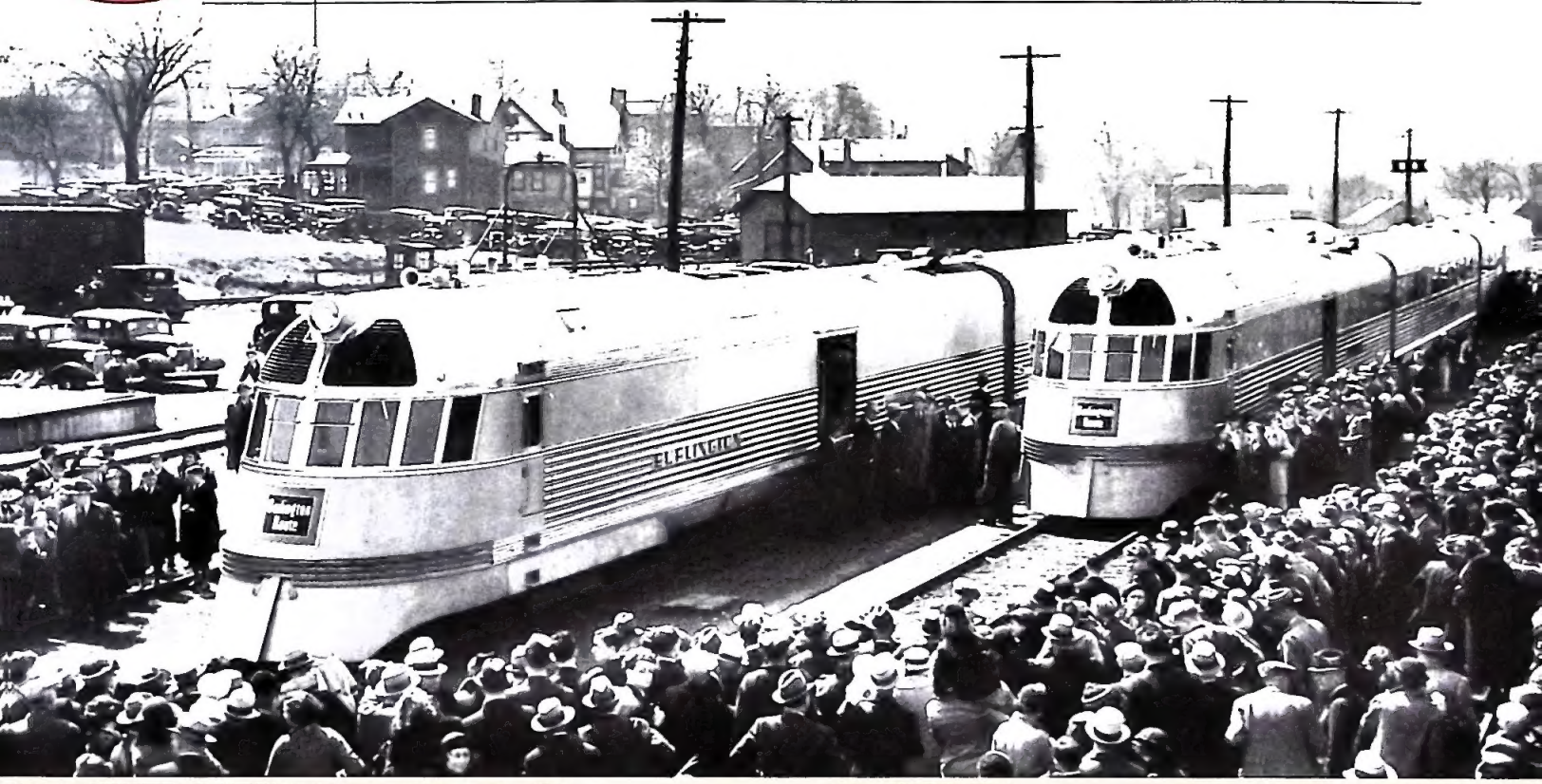

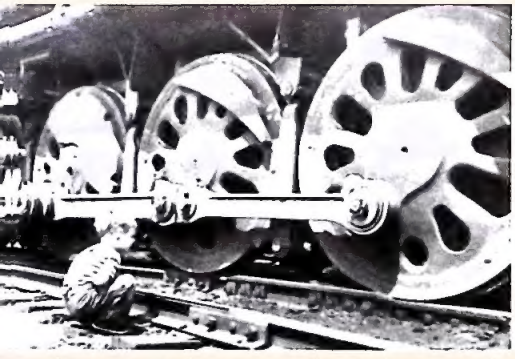

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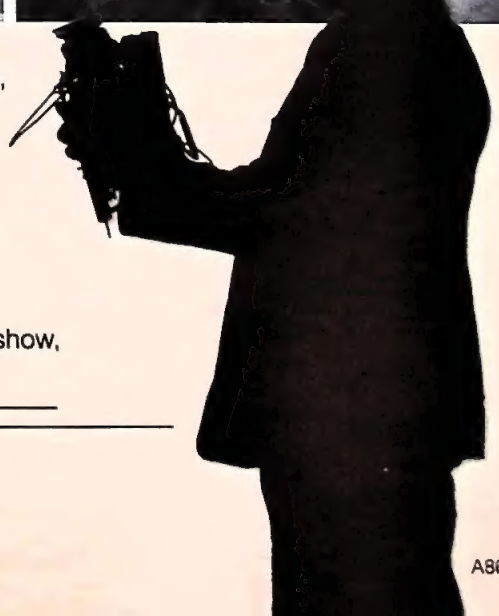

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